

# Central Business District Parking Study City of Rye, New York



**Final Report  
July 2001**

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## 1.0 INTRODUCTION

This report summarizes the results of a parking study performed by the firm of Buckhurst Fish & Jacquemart, Inc. (BFJ) for the City of Rye Central Business District (CBD). The study area comprises Car Parks 1 – 5, the Metro North Rail Road (MNRR) parking fields, the Cedar and Highland parking fields and the on-street parking on Purchase Street, Locust Avenue, Elm Street, Smith Street, Purdy Avenue, and Highland Road.

The purpose of this study was to assess the existing and future parking conditions in the study area and to propose solutions to improve existing conditions. To do this, the study included the following components which are explained in detail in this report:

- 1) an inventory of all existing on-street and off-street parking spaces in the CBD study area;
- 2) a survey of parking occupancies and turnover on a typical weekday and Saturday;
- 3) an estimate of future demand based on building floor area; and
- 4) a survey of shoppers regarding parking issues.

Throughout the study, the consultants sought the input of the community as they developed options and strategies for improving parking conditions in the City of Rye. The consultants held three meetings with the Rye Parking Working Group, a meeting with the Merchants' Association on April 19, 2001 and a Public Workshop on May 3, 2001. This report reflects the comments made by participants in these meetings.

## 2.0 PARKING SUPPLY IN THE RYE CBD

According to our inventory of off-street and on-street parking in the study area, the Rye CBD contains 1598 parking spaces. Of these spaces, 1230 (77%) are located in off-street parking fields (municipal car parks and MNRR lots) and 368 (23%) are on-street parking spaces. 573 of the long term off-street spaces are in the MNRR parking lots to serve railroad commuters. Tables 1 and 2 and breakdown the parking supply by type and location.

<b>Table 1. Off Street Supply</b>	
<b>Short Term</b>	
2 Hour	498
Short Term Subtotal	<b>498</b>
<b>Long Term</b>	
12 Hour Meter (in MNRR lots)	124
Permits in MNRR lots	434
Permits in Highland & Cedar lots	169
Handicapped	5
Long Term Subtotal	<b>732</b>
<b>Off-Street Total</b>	<b>1230</b>

<b>Table 2. On Street Supply</b>	
<b>Short Term</b>	
15 min	21
1 Hour	240
2 Hour	44
Short Term Subtotal	<b>305</b>
<b>Long Term</b>	
12 Hour Meter	9
12 Hour Meter, Res	9
Employee Only	7
Handicapped	2
No Restrictions	36
Long Term Subtotal	<b>63</b>
<b>On-Street Total</b>	<b>368</b>

Table 3 shows how much of the supply is available to different types of users. Commuters have approximately 712 spaces available for their use (all long-term off-street parking except those spaces used by Highland Residents during the day). Downtown users, employees and shoppers, have approximately 866 spaces available to them (all short term parking and on-street long term parking). Approximately 20 spaces are available in the Highland Commuter Lot for residents of Highland Hall.

<b>Table. 3 Supply by User Type (Off Street and On Street)</b>	
Total Spaces Available for Commuters	712
Total Spaces Available for Downtown Users	866
Spaces Available for Highland Residents during the Day	20

### 3.0 PARKING OCCUPANCY IN THE RYE CBD

To determine the average and peak occupancies on typical weekdays and Saturdays, we conducted parking occupancy and turnover surveys on two weekdays and two Saturdays in November 2000 and averaged the results. In March 2001, we conducted additional surveys of parking areas north of the MNRR tracks and New York Thruway. The results of these surveys indicate that on average, 94% of the off-street parking, 26% of the northern on-street parking, and 84% of the southern on-street parking is occupied on a typical weekday. The surveys indicate that on average, 48% of the off-street and 21% of the northern on-street parking, and 69% of the southern on-street parking is occupied on a typical Saturday. Peak occupancies were higher than average occupancies. On weekdays, 95% of the off-street parking and 29% of the northern on-street parking, and 91% of the southern on-street parking is occupied during the peak period. On Saturdays, 52% of the off-street parking, 25% of the northern on-street parking and 70% of the southern on-street parking is occupied during the peak period. These rates indicate that, with the exception of the on-street parking north of the thruway, parking is utilized at its practical capacity during the weekday. Occupancy rates are higher in some areas than in others as the figures showing occupancy averages and peaks by location indicate.

<b>Table 4. Average and Peak Parking Occupancies</b>						
<b>Parking Type</b>		<b>Total Spaces</b>	<b>Weekday</b>		<b>Saturday</b>	
			<b>Average</b>	<b>Peak</b>	<b>Average</b>	<b>Peak</b>
Off Street	ST	498	479 (96%)	493 (99%)	379 (76%)	406 (82%)
	Highland / Cedar	169	140 (83%)	141 (83%)	56 (33%)	61 (36%)
	MNR	563	537 (95%)	540 (96%)	158 (28%)	187 (33%)
	<b>Off-Street Total</b>	<b>1230</b>	<b>1155 (94%)</b>	<b>1173 (95%)</b>	<b>593 (48%)</b>	<b>644 (52%)</b>
On Street	ST – N. of Thruway	97	25 (26%)	28 (29%)	20 (21%)	24 (25%)
	ST – S. of Thruway	208	181 (87%)	192 (92%)	165 (79%)	167 (81%)
	LT – N of Thruway	11	4 (34%)	5 (41%)	3 (24%)	3 (27%)
	LT – S. of Thruway	52	37 (71%)	45 (86%)	13 (25%)	15 (28%)
	<b>On-Street Total N. of Thruway</b>	<b>108</b>	<b>29 (26%)</b>	<b>32 (29%)</b>	<b>23 (21%)</b>	<b>27 (25%)</b>
	<b>On-Street Total S. of Thruway</b>	<b>260</b>	<b>218 (84%)</b>	<b>236 (91%)</b>	<b>178 (69%)</b>	<b>182 (70%)</b>

ST-Short Term

LT – Long Term

### 4.0 PARKING DEMAND ESTIMATE FOR CBD USES

To determine the amount of the existing parking shortage, BFJ developed a parking demand estimate based on peak period parking ratios for various land use categories and the square footage currently dedicated to these uses as estimated by the City of Rye. The ratios were based on studies

of areas with similar downtowns and on ratios provided in *Parking* (Weant, Robert A. and Herbert S. Levinson. 1990 The Eno Foundation for Transportation) and *Shared Parking* (Urban Land Institute. Washington, DC. 1983.) These figures provide a very general estimate of the parking demand for the CBD land uses. This estimate does not include and estimate of commuter demand nor does it include demand for the post office, car rental agency or vacant space. Comparing these figures to the existing supply of 866 spaces (CBD parking less the commuter parking provided in the MNRR, Cedar and Highland lots) indicates a shortage of roughly 140 spaces during peak usage.

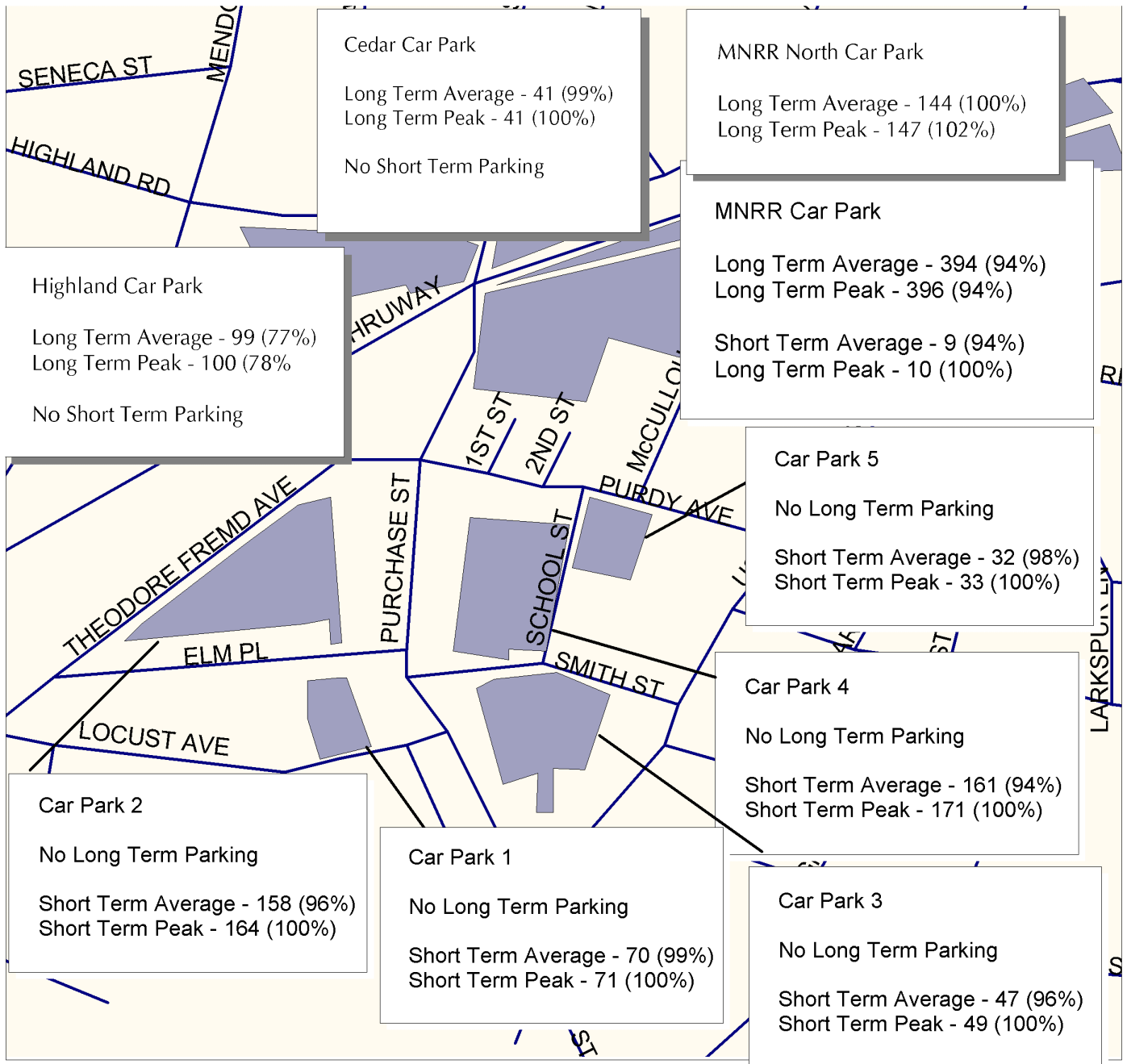
Parking Demand Estimate for Existing Development in the CBD										
			Weekdays AM		Weekdays Midday		Weekday PM		Saturday Midday	
			9 AM - Noon		Noon- 2 PM		2 PM - 5 PM		11 AM - 3 PM	
Land Uses	Gross Square Feet (1000s Square Feet)	Peak Parking Ratio (#/1000 Sq. Ft.)	% of Peak Demand Typically Present	Parking Demand	% of Peak Demand Typically Present	Parking Demand	% of Peak Demand Typically Present	Parking Demand	% of Peak Demand Typically Present	Parking Demand
Retail	146.5	3.5	70%	359	85%	436	80%	410	100%	513
Office	115.1	3.0	100%	345	97%	334	93%	322	17%	58
Restaurant	23.8	10.0	30%	72	70%	167	50%	119	50%	119
Residential	47.2	1.5	50%	35	50%	35	50%	35	71%	50
Light Industry	35.9	1	100%	36	95%	34	90%	32	50%	18
<b>Total</b>	<b>368.5</b>			<b>847</b>		<b>1006</b>		<b>919</b>		<b>757</b>

The above numbers do not include parking demand for the post office, car rental agency or vacant space in the CBD.

The same ratios were applied to the theoretical maximum development potential for the CBD based on an FAR of 2.0 as described in the City of Rye 1985 Development Plan. While this provides a theoretical estimate of a future or maximum parking demand of 1905 spaces, it is unlikely that development in the City of Rye CBD would ever reach anything close to this potential. In the past 15 years, the amount of developed space in the City of Rye has remained approximately the same.

Parking Demand Estimate for Theoretical Maximum Development in the CBD										
			Weekdays AM		Weekdays Midday		Weekday PM		Saturday Midday	
			9 AM - Noon		Noon- 2 PM		2 PM - 5 PM		11 AM - 3 PM	
Land Uses	Gross Square Feet (1000s Square Feet)	Peak Parking Ratio (#/1000 Sq. Ft.)	% of Peak Demand Typically Present	Parking Demand	% of Peak Demand Typically Present	Parking Demand	% of Peak Demand Typically Present	Parking Demand	% of Peak Demand Typically Present	Parking Demand
Retail	277.4	3.5	70%	680	85%	825	80%	777	100%	971
Office	218.0	3.0	100%	654	97%	632	93%	610	17%	109
Restaurant	45.1	10.0	30%	135	70%	316	50%	226	50%	226
Residential	89.3	1.5	50%	67	50%	67	50%	67	71%	95
Light Industry	68.1	1	100%	68	95%	65	90%	61	50%	34
<b>Total</b>	<b>698.0</b>			<b>1604</b>		<b>1905</b>		<b>1741</b>		<b>1435</b>

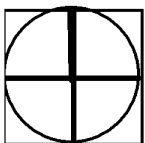
Gross Square Feet from City of Rye, NY 1985 Development Plan Theoretical Maximum, p.22.



## Central Business District Parking Study Rye, NY

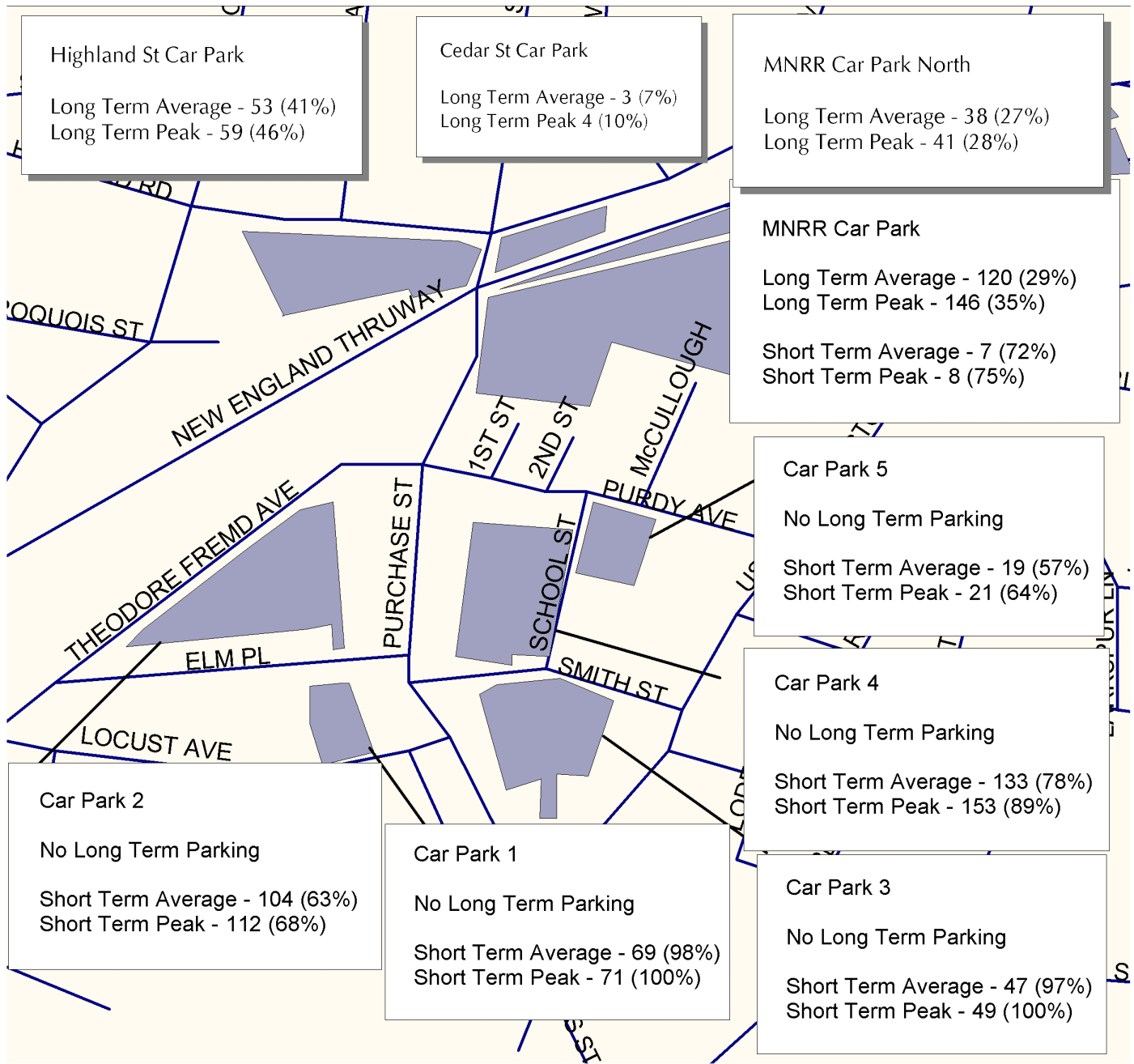
### Weekday Off-Street Occupancies

Average of Thursday, November 16  
and Tuesday, November 28, 2000  
(Highland, Cedar and MNRR North,  
Average of Wed., Mar. 14  
and Tues., Mar. 20, 2001)



Parking fields not drawn to scale

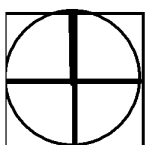
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## Central Business District Parking Study Rye, NY

### Saturday Off-Street Occupancies

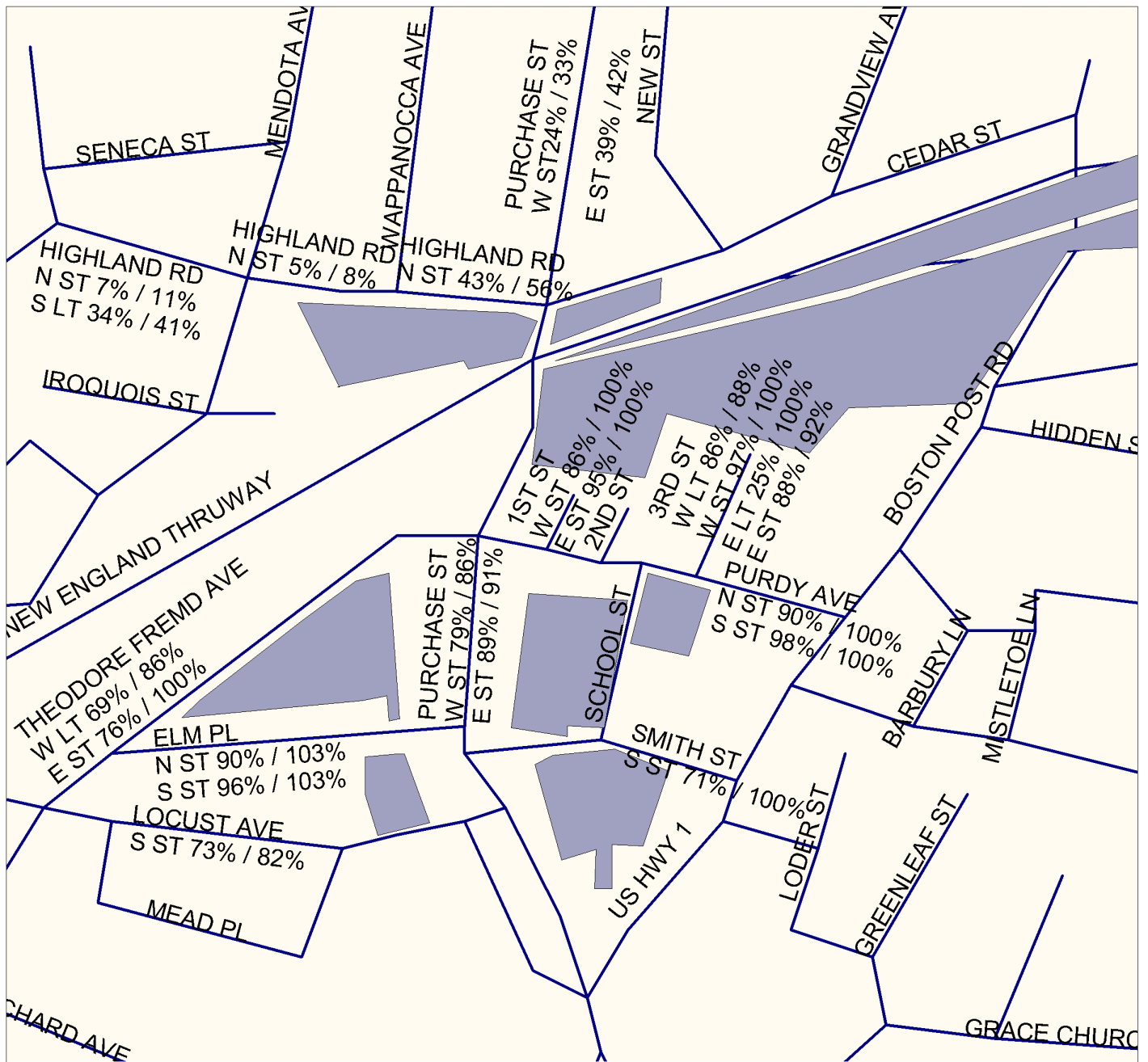
Average of Saturday, November 4  
and Saturday, November 11, 2000  
(Highland, Cedar and  
MNRR North, Mar. 24, 2001)



Parking fields not drawn to scale



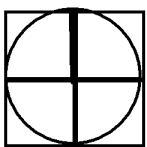
**BFJ Buckhurst Fish & Jacquemart, Inc.**



## Central Business District Parking Study Rye, NY

### Weekday On-Street Occupancies

Average of Thursday, November 16  
and Tuesday, November 28, 2000  
(Streets North of Thruway,  
Average of Wed., Mar. 14 and Tues.,  
Mar. 20, 2001)



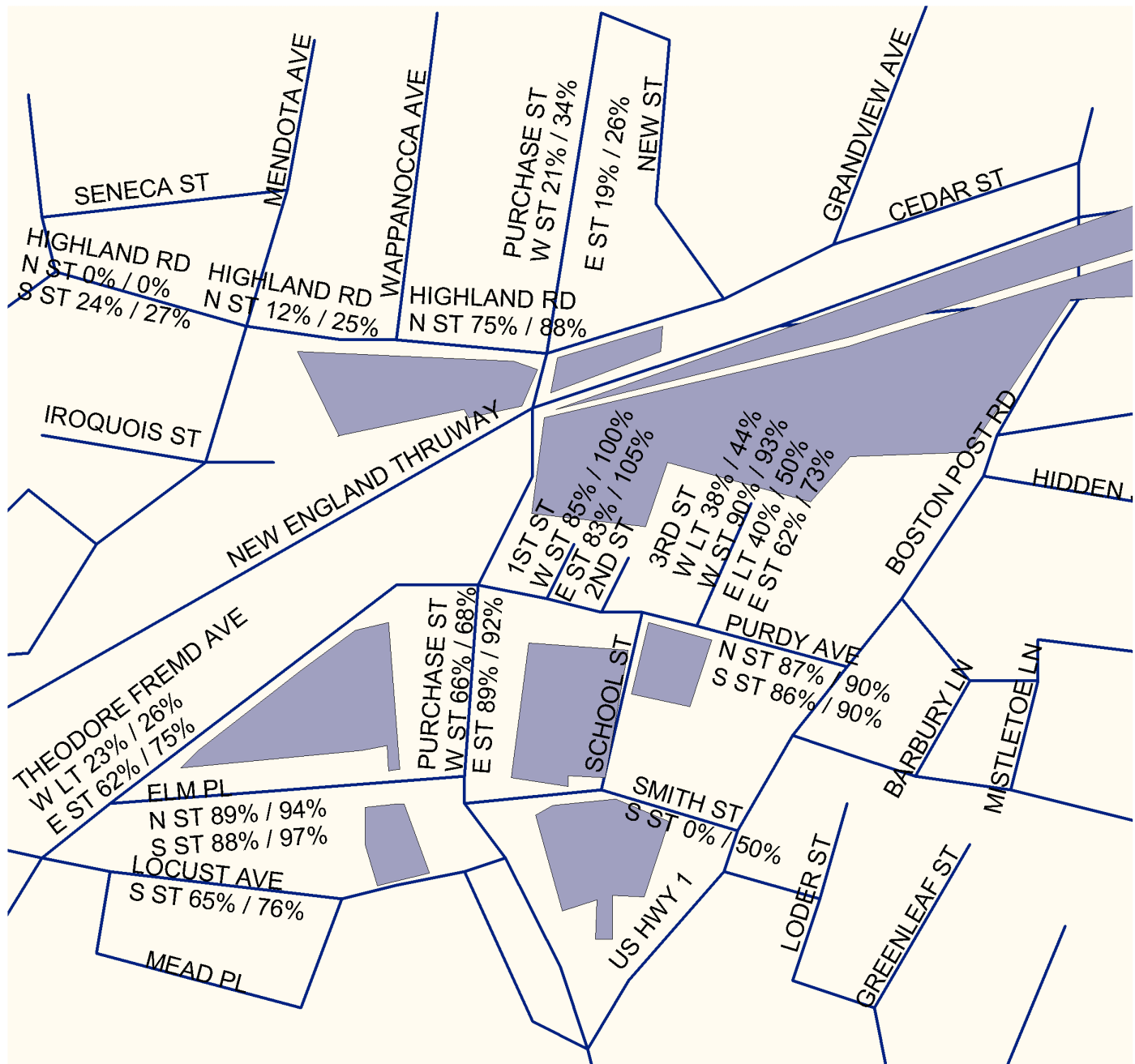
Parking fields not drawn to scale



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LT- Long Term  
ST - Short Term  
Average Occ./ Peak Occ.

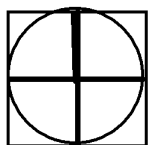




## Central Business District Parking Study Rye, NY

## Saturday On-Street Occupancies

Average of Saturday, November 4  
and Saturday, November 11, 2000  
(Streets North of Thruway,  
Mar. 24, 2001)



Parking fields not drawn to scale



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LT- Long Term  
ST - Short Term  
Average Occ./ Peak Occ.

## 5.0 SHOPPERS SURVEY

To gain an understanding of the attitudes held by shoppers and other visitors to the CBD about parking conditions, we conducted random sidewalk surveys on Tuesday, January 16 and Saturday, January 13, 2001 at various locations on Purchase Street. We collected 109 responses during the weekday survey and 91 responses during the Saturday survey. The following section summarizes the responses to the survey questions.

### Origin

On weekdays, approximately half of the visitors to Rye are residents of the City of Rye. On Saturdays, the share is greater with Rye residents composing two-thirds of the visitors to Rye.

#### **Where do you live?**

	<u>Weekday</u>	<u>Saturday</u>
Greenwich	4%	2%
Harrison	7%	4%
Mamaroneck	3%	7%
Port Chester	3%	8%
Rye	48%	66%
Rye Brook	4%	7%
White Plains	6%	2%
Other	25%	4%

### Trip Purpose and Duration

Shopping is the most common trip purpose of visitors to the Rye CBD (45% on weekdays and 69% on Saturdays). During the week, the second most common trip purposes are to eat and to work (24% each). On the weekends, the second most common reason to visit the CBD is to eat. Most survey respondents on weekdays and Saturdays planned to spend two hours or less in the CBD. On the weekday, 17% of the respondents planned to stay more than 4 hours in the CBD. Only 4% planned to stay this long on Saturday. The majority of the visitors were planning to visit multiple destinations.

#### **For what purpose did you come downtown today? (could mark more than one response)**

	<u>Weekday</u>	<u>Saturday</u>
shop	45%	69%
eat	24%	24%
business	11%	11%
social	1%	10%
work	24%	10%
other	18%	16%

**How long will you spend in downtown today?**

	<u>Weekday</u>	<u>Saturday</u>
.5 hr	28%	34%
1 hr.	30%	37%
1.5 hr.	8%	8%
2 hr.	10%	13%
2.5 hr.	2%	1%
3 hr.	4%	1%
3.5 hr.	0%	0%
4 hr.	1%	1%
> 4 hr.	17%	4%

**How many stores and other places will you have visited today in downtown?**

	<u>Weekday</u>	<u>Saturday</u>
none	3%	2%
1-2	48%	38%
3-4	39%	47%
5 or more	10%	12%

Transportation to Downtown Rye

Most visitors usually reach the CBD by car (89% on weekdays and 85% on Saturdays). On the weekday, 8% of the respondents walked to the CBD. On Saturday, 15% walked to the CBD.

**How did you get to downtown Rye**

	<u>Weekday</u>	<u>Saturday</u>
drove car	89%	85%
driven by friend/relative	1%	0%
walked	8%	15%
train	2%	0%
bicycle	0%	0%
bus	1%	0%
taxi	0%	0%
other, explain	0%	0%

**Is this your usual mode of transportation?**

	<u>Weekday</u>	<u>Saturday</u>
yes	99%	90%
If no, what is		
car	0%	3%
walk	0%	2%
rides from others	1%	0%

**How often do you use alternative trans. (i.e. bike, walk bus, cab, carpool) to reach downtown Rye?**

	<u>Weekday</u>	<u>Saturday</u>
0-2 days/week	88%	59%
2-5 days/week	6%	5%
5-7 days/week	3%	0%
everyday	4%	4%
no response	0%	31%

### Parking Location

Most visitors to Purchase Street parked in the municipal car parks or on the street. Very few respondents parked in the Metro North Lot.

#### **If you drove, where did you park?**

	<u>Weekday</u>	<u>Saturday</u>
municipal car park, which one	50%	55%
Metro North Lot	0%	1%
private parking	2%	1%
on-street (free)	36%	29%
other, explain	2%	0%
no response	10%	14%

### Parking Fees

Currently, it is free to park in the municipal car parks or on the street. Some meters exist in the MNRR parking field. Survey respondents indicated they would be willing to pay 25 cents for an hour of parking if they were more likely to find a space. They would be less likely to pay 50 cents per hour for parking.

#### **Would you pay 25 cents for 1 hour of parking, if you had a greater chance of finding a space?**

	<u>Weekday</u>	<u>Saturday</u>
yes	67%	70%
no	28%	25%
don't know	3%	3%
no response	2%	1%

#### **Would you pay 50 cents for 1 hour of parking, if you had a greater chance of finding a space?**

	<u>Weekday</u>	<u>Saturday</u>
yes	36%	38%
no	59%	54%
don't know	3%	7%
no response	3%	1%

#### **Do you feel the meter rates are reasonably priced?**

	<u>Weekday</u>	<u>Saturday</u>
yes	21%	24%
no	6%	4%
don't know	72%	68%
no response	0%	3%

### Perception of Parking Problem

The large majority of survey respondents indicated that a parking shortage sometimes or often exists in the CBD on both weekdays and Saturdays. Fewer than half the survey respondents said this shortage sometimes or often caused them to shop somewhere else, while more than half said that parking conditions never or rarely caused them to shop somewhere else.

#### **Do you feel that there is a parking shortage in the downtown?**

	<u>Weekday</u>	<u>Saturday</u>
no, never	6%	8%
rarely	5%	2%
sometimes	19%	20%
yes, often	71%	70%

**Have parking conditions in downtown Rye ever made you go shopping somewhere else?**

	<u>Weekday</u>	<u>Saturday</u>
no, never	48%	44%
rarely	7%	8%
sometimes	24%	24%
yes, often	22%	23%
no response	0%	1%

**Parking Enforcement**

The surveys did not indicate a strong feeling about parking fines. 22% of the respondents felt they were too high and most respondents didn't know (57% on the weekday and 54% on Saturday). A little more than half the respondents felt the parking rules were adequately enforced (51% on the weekday and 59% on Saturday). 60% of the weekday survey respondents and 58% of the Saturday respondents did not think increased fines or enforcement would improve parking conditions.

**How do you feel about the parking fines?**

	<u>Weekday</u>	<u>Saturday</u>
too high	22%	22%
too low	3%	1%
about right	17%	23%
don't know	57%	54%
no response	2%	0%

**Do you think the parking rules are adequately enforced?**

	<u>Weekday</u>	<u>Saturday</u>
yes	51%	59%
no	17%	14%
don't know	32%	25%
no response	0%	1%

**Do you think increased fines or enforcement would improve parking conditions?**

	<u>Weekday</u>	<u>Saturday</u>
yes	19%	20%
no	60%	58%
maybe	11%	4%
don't know	10%	16%
no response	0%	1%

**Solution Strategies**

In an open-ended question, survey respondents were asked how to alleviate the parking shortage. On the weekday, 20% suggested building a parking garage. However, on Saturday, only 7% of the respondents offered this as a solution. Adding additional lots was suggested by 11% of respondents on the weekday and 12% on Saturday. The majority of the persons surveyed did not respond to this question.

What strategies do you feel could be implemented to alleviate a parking shortage? (open-ended question)

	<u>Weekday</u>	<u>Saturday</u>
angled parking	1%	0%
better snow removal	1%	0%
delineate spots on purchase with marks	0%	1%
enforcement	1%	4%
fees for non residents	0%	1%
increase fines	0%	1%
leave it alone	1%	0%
less cars	0%	1%
lower the population of Rye	1%	0%
make Purchase St. pedestrian only	1%	0%
merchant parking	4%	2%
meters	6%	1%
more alternative modes of transportation	2%	1%
more designated parking	1%	0%
more lots	11%	12%
non-commuter permits	0%	1%
parking garage (over lots 4 or 2, underground for MNRR)	20%	7%
people have to be willing to park behind Purchase St.	0%	1%
perceives that many spots are not taken advantage of	0%	1%
reconfigure parking lots	1%	0%
time sensitive	0%	1%
too many/get rid of SUV's/large cars	1%	4%
traffic lights too close together	0%	1%
no response	50%	58%

The appendix includes additional comments from the survey respondents regarding parking issues and solutions.

## 6.0 RECOMMENDATIONS AND CONCLUSIONS

The high parking occupancy rates and survey results confirm that a shortage of parking exists in Rye particularly on the weekdays. To address this parking shortage, a number of strategies have been developed and are discussed in detail below. These recommendations include parking management strategies to improve the efficiency of the existing parking supply, opportunities for expanding the parking supply and strategies for reducing the demand for parking. While the management and demand reduction strategies alone will not resolve the parking problems, we recommend these strategies be implemented first and allowed time to show results before large public expenditures are made to increase supply.

### 6.1 CBD Parking Management Strategies

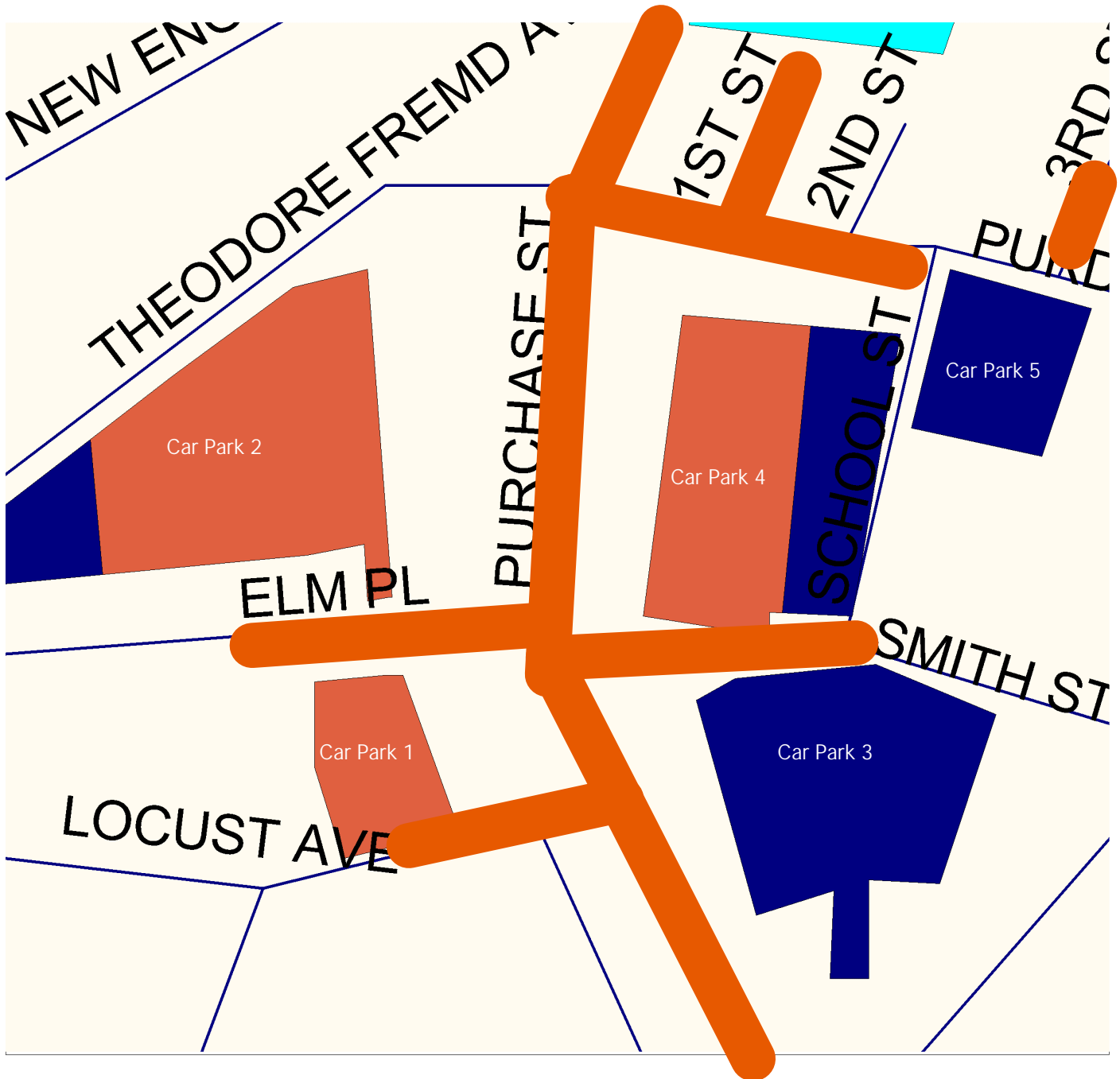
- Establish a short term parking core in the CBD that includes centrally located on-street and off-street parking. In order to give priority to shoppers and other short term parkers, we recommend the City or Rye create a short term parking core in the CBD as shown in the figure on the following page. Unlike today's system where employees with permits are able to park in some of the most desirable off-street parking spaces, no vehicles would be allowed to park longer than the duration limit in short term parking areas under the new system. Vehicles with employee parking permits would be restricted to designated areas on the edge of (but still within) the CBD. The long term spaces would be marked "Permit Only Spaces 9 AM - 4 PM, Monday-Friday" (or "Monday - Saturday" if appropriate). At other times this parking would be open to anyone. The following is a recommended breakdown for the short term and employee (long-term) parking.

Car Park	Short Term	Employee	Total
1	71	0	71
2	114	50*	164
3	0	49	49
4	100	71	171
5	0	33	33
Subtotal	285	153	488
On-Street	179	189	368
Total	464	342	856

\*would become short term parking on weekends

This system should be monitored and fine-tuned after implementation. If vacancies exist on a regular basis in the employee-designated spaces, additional spaces should be designated to short-term parking.

- Extend all one-hour parking to two-hour (except for Purchase St.) to allow more time for shopping and other short visits. Most of the short term parking the Rye CBD allows two hour parking, however some of the on-street parking is limited to one hour. We recommend this duration limit be extended to two hours to make it more likely for shoppers to visit several locations or have lunch without having to move their car multiple times.

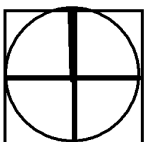


**Central Business District  
Parking Study  
Rye, NY**

**Proposed Short Term  
Parking Core**

**Parking Type**

- Commuter Parking
- Long Term (Employee)
- Short Term (Shopper)



Parking fields not drawn to scale



**BFJ Buckhurst Fish & Jacquemart, Inc.**



- Enforce parking duration limits strictly. The strict enforcement of duration limits is critical to making the “short term core” system work. Enforcement will help keep long term parkers to the edge of the CBD leaving the spaces close to the shops open for shoppers.
- Implement graduated fines. We recommend maintaining a low base fine of \$10 to \$15 for most violations for the first three violations in a calendar year. The fine should then be doubled for the fourth violation up to ten violations. After 10 violations, the fines should be tripled. This way, the occasional violator is not affected but the repeat violator is impacted.

## 6.2 Commuter Parking Management Strategies

- Sell a separate permit for the Highland and Cedar Lots. The system of separate permits for the Highland and Cedar lots that is currently in place should be maintained. For these lots, two types of permits would be issued, one for residents of Highland Hall, an All Day / All Night Permit and one for other Rye residents, a Resident Commuter All Day Permit.
- Change 12-hour metered spaces on City-owned land near station to parking for resident commuters only. There are a limited number of spaces near the station over which the City, rather than MNR has control. For these spaces, we recommend that the meters be removed and the spaces reserved for resident commuter permit holders.
- Charge higher fees for commuter permits and higher fees for a second vehicle. For 2001, the fee for resident permits ranges from \$252-\$492 for all night, commuter and all day/all night permits. This equals roughly \$20 to \$40 per month. For non-resident commuters, the fee is \$536 or \$45 per month. These could be raised and the funds dedicated toward parking maintenance enforcement and future construction.

To summarize, the permits issued would consist of the following for CBD and Commuter Parking.

- Commuter Permits: 1) Resident Commuter and Highland / Cedar Lots and 2) Non-Resident Commuter for MNR lots
- Downtown Merchant / Employee Permits Restricted to certain lots
- Downtown Resident Permits for residents who live downtown: 1) Night Permit (allow 5 days/year of day parking) and 2) All Day + All Night Permit

This system should be continually monitored to ensure the permit lots are fully utilized. If empty spaces exist on a regular basis, additional permits should be sold to people on the waiting list.



## 6.3 On-Street Parking Options

- Install pay and display meters on Purchase Street. Pay and display meters like the one shown here would allow the city to charge a minimal fee for short term parking to encourage more efficient use of existing parking. Parkers would pay at a centrally located meter and then display their receipt on their dash.
- Allow more parking on the south side of Locust near the Y and the firehouse provided space for safe movement of fire trucks can be preserved. This recommendation should not be implemented until after the planned renovation of the Y.

- Allow 4-Hour Parking on Highland and Purchase north of the Thruway.

#### 6.4 Off-Street Parking Options

##### For Commuter Parking:

- Redesign Highland Lot to accommodate a greater number of spaces. As the picture here shows, the Highland lot has wide aisles. Restriping this lot would create a few additional spaces.
- Acquire additional land for parking lots. An opportunity may exist to extend the parking area at north end of MNR lot. This idea would need to be explored further.



##### For CBD Parking:

- Redesign Car Park 3 to accommodate a greater number of spaces. Approximately 6-8 additional spaces could be created if Car Park 3 were redesigned.
- Build deck over Car Park 4 or 5. Two opportunities exist for decking existing municipal car parks. As the drawings on the following pages show, Car Park 4 could be redesigned with a second level and would provide approximately 55 new spaces for approximately \$1.3 million leaving School Street as a through street. This design would provide so few additional spaces due to the fact that the existing design uses space immediately adjacent to the road. This space would be needed for circulation if a deck were built.

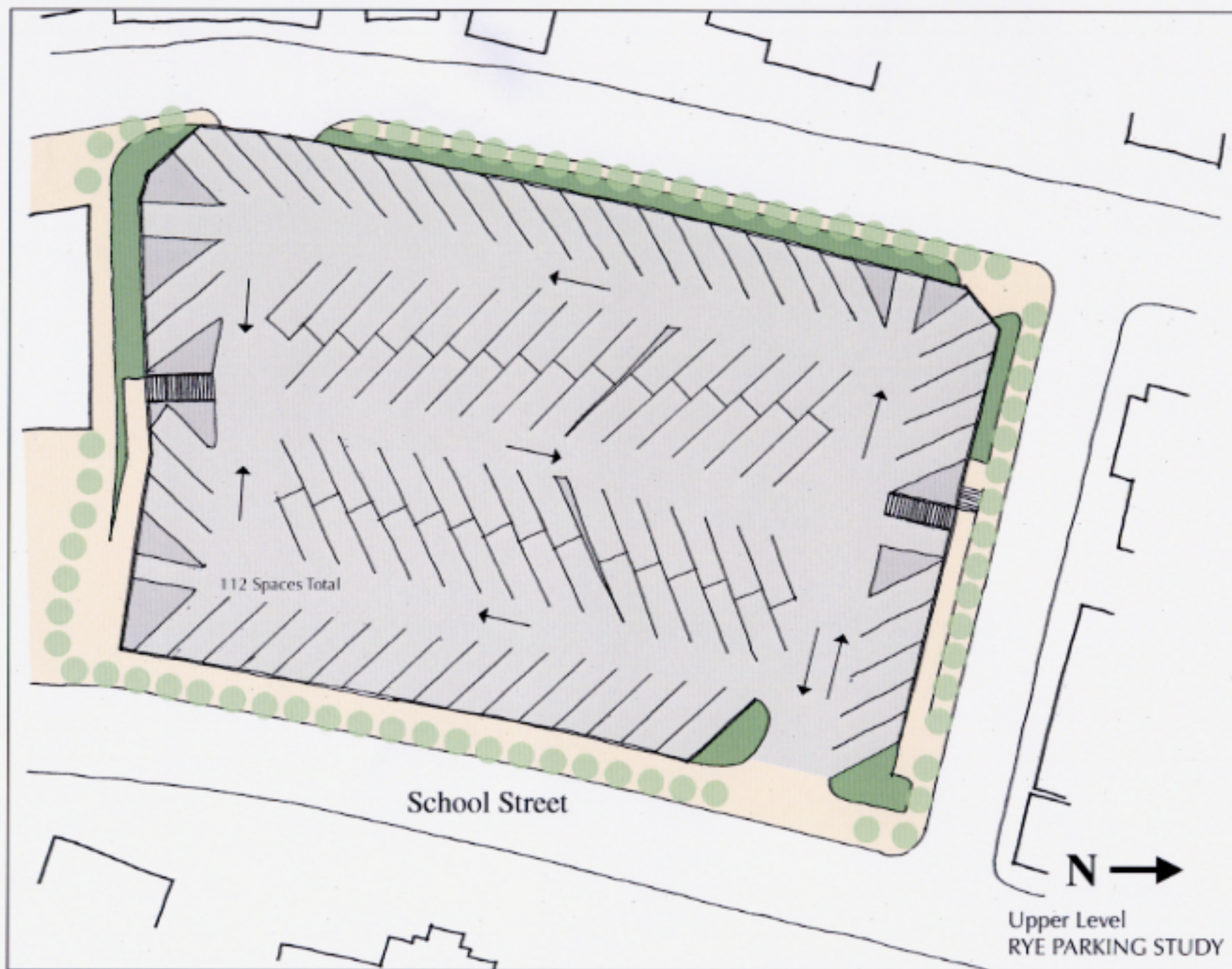
If School Street were incorporated into the parking deck and loading areas behind businesses narrowed, 123 new spaces could be created for approximately \$2 - \$2.5 million. While the inclusion of School Street in the deck would allow a greater number of spaces, the deck would be more imposing and not easily screened by landscaping.



Car Parks 4 and 5







Upper Level of Parking Deck over Car Park 4 with School Street Open







Upper Level of Parking Deck over Car Park 4 with School Street Closed

Another option that would cost less per space would be to build a deck over Car Park 5 adjacent to the A&P grocery store. This would provide approximately 33 additional spaces at the cost of approximately \$400,000. If the adjacent private parking lot for the A&P could be incorporated as part of the deck design, an even greater number of spaces could be created.

- Acquire additional land for parking. Several opportunities exist for creating additional parking lots within the CBD area. Acquiring these locations for parking would help alleviate the parking shortages, however it would have serious impacts on the aesthetic quality of the CBD. This and the impacts on residents and business owners should be carefully weighed against the desire for more parking. The opportunities for acquiring land include the contiguous lots on Locust Avenue near the brook (approximately 110 additional spaces could be created for approximately \$3-4 million or 31 spaces could be created leaving the existing structures) and the Carpet Trends and Morgan Manhattan Properties.



General:

- Adjust CBD zoning to reflect peak parking demands and combine with in-lieu parking fees. The following table shows the recommended zoning parking ratios to be implemented in the Rye CBD. These ratios are based on the percent of parking demand present for each use during the peak period (weekday lunchtime) as shown in the Parking Demand Estimate in section 4.0. In addition to making these adjustments, we recommend that an in-lieu parking fee system be established. All uses located in zones A and B of the parking district map in the Development Plan would pay a fee for each parking space required in-lieu of providing on-site parking. This fee (maybe \$2000 to \$3000 per space) would go into a CBD parking improvement fund. This fund would then be used to pay for parking improvements in the CBD. Those improvements could include the construction of a deck, the construction of new lots (including the acquisition of land), landscaping and walkway improvements to and from parking fields, etc.

Land Uses	Recommended Zoning Ratio (#/1000 Sq. Ft.)
Retail	3.0
Office	2.9
Restaurant	7.0
Residential	.75/unit
Light Industry	.95

- For long term parking (commuter and employee), consider parking space length zoning requirement of 18 ft and aisle width requirement of 22 ft for 90° parking. Ensure that spaces are striped to required 8.5 feet width.

## 6.5 Strategies to Reduce Parking Demand in the CBD



- Investigate rehabilitating the path and steps between Boston Post Road and the MNR Station or create other walkways between neighborhoods and MNR Station. Making it easier and more pleasant to walk between neighborhoods and the rail station or CBD will help reduce the demand for parking in downtown Rye.
- Install bike racks or lockers in downtown and at the MNR Station to encourage more biking. Providing a safe place for bike storage will also help encourage the use of this transportation mode and reduce the need for parking.
- Limit office use and encourage retail in downtown to reduce weekday parking demand. This would require zoning changes.
- Investigate shuttle bus service operated by Westchester County or by City between neighborhoods and Rye Station. Increasing the promotion and marketing of the existing shuttle bus service and exploring opportunities for expanding this service could help alleviate the parking shortages and congestion in downtown Rye.
- Install neckdowns and pedestrian crossings on Purchase Street to enhance pedestrian environment and encourage more walking (instead of driving) in downtown. The pictures below show locations where the curb could be extended to shorten the distance that pedestrians must cross and create more desirable walking conditions. Such changes would help encourage pedestrian activity.





## Appendix

### Additional comments regarding parking

#### Weekday

I don't think it is as bad as people think. It's more of a time problem. people need quick parking  
I'm forced to come to the bank early to avoid the parking problem. I also avoid coming to Rye for lunch because of parking.

The town is bad with snow removal in the parking lots. Build a parking garage over car park 4.

Merchant - if the fines are too high, I will lose business. Also, people do not like to walk.

Town should be more pedestrian friendly; better access to the train station.

Merchant parking needed. The enforcement man is disturbing when he chalks your car.

No meters! Will lose charm of the city. Also, mark spots on Purchase - maybe this will yield more parking

Make Purchase St. like Greenwich Ave, in CT. One way, with diagonal parking and meters.

MNRR lot is a problem

Larchmont and Mamaroneck only have \$10 fines, instead of the \$25 fine in Rye.

Make parking easier.

Parking in Rye is a pain.

I would come to downtown Rye more often if it was easier to find parking.

I sometimes give up and leave when I can not find a space.

I often go elsewhere to shop and have lunch because parking is a problem.

Find a solution

Maybe a garage

commuters taking up too many spaces

I like that there are no meters in Rye

Need Double Yellow Lines on Streets.

Purchase St. should be pedestrian only.

The parking is not too bad - I can usually find on-street parking

The MNRR Lot should be first come first served.

Build a parking structure like the one in White Plains.

Retail store owners should not be parking in front of their stores.

Parking here is a problem. Anything should be done to fix the problem.

Make Purchase St. Pedestrian only, add crosswalks like in Greenwich.

Need to enforce a time limit for merchant and employee parking. They should have off site parking with a shuttle bus.

Parking is a problem. If they can't park, they won't shop here.

YMCA customers using other lots

Do not put in meters

I have a big vehicle, so sometimes I have to park illegally

It is a problem

I have left town before because of the parking problem

No meters makes Rye quaint.

Snow removal is bad

Study the flow of traffic with purchase being made into a one way street.

More lots

Keep the small town feel.

Leave the parking situation alone. More parking will equal more people and more commercial.

It's a big problem. Focus on merchant parking off site.

#### Saturday

the shopping is too homogenous

need a low level garage over MNRR lot

Smith St and Purchase St, no pedestrian signal to cross street

perception - most people want to only park in front of their destination

there should be resident only spaces; residents should have lower fines

narrow purchase st. and make it one way with more parking

9am-5pm it is hard to find spots

stores should be open on Sunday

the town is not enforcing the 2 hour limit; commuters are parking in shoppers parking  
do not put meters on purchase street - they will not look good  
the waiting list for a commuter parking permit is too high; perhaps a parking garage for commuters  
something needs to be done because the downtown is more crowded than it was 6 yrs. Ago  
need better enforcement  
people who work in the downtown get a permit, but not a designated spot  
It's a good idea to build a garage if there is space - but not in Rye  
frequent complaints from friends about the parking situation  
too crowded in downtown  
the town should add more parking spaces to alleviate the traffic jams in downtown  
MNRR parking is too far for shoppers to part at  
Recent presence of more police enforcement  
illegal parking on Elm Place causes dangerous driving conditions  
post truck and employees are taking up spaces all day long  
need more parking  
starbucks employees always get tickets - they should get a package deal!  
commuters are parking on the street  
poor parallel parking skills in this town  
do not add meters  
need more commuter parking  
opposed to parking garage  
in other towns the parking is worse than in Rye  
need more spaces  
need more commuter parking  
too many non-residents trying to park here  
better enforcement in the car parks, because commuters taking up the spaces  
as a business owner - keep parking cheap and available  
I think the parking situation is fine  
traffic is more of a problem than parking  
need more parking, especially during the week  
police vehicles taking up parking spaces  
the city need to provide parking for workers, but be careful not to disturb the ambiance

**City of Rye Parking Study**  
**Saturday Off-Street Parking Occupancies**

Average of Sat., Nov. 4 and Sat., Nov. 11, 2000 (Veteran's Day)  
(Highland, Cedar and MNRR North , Mar. 24, 2001)

											Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
Car Park 1 (bet. Elm and Locust w. of Purdy)												
	2-HR (NP 11PM - 7AM)	ST	57	57.0	55.5	55	56	56	55.9	2.6	28	18%
				100%	97%	96%	98%	98%	98%			
	2-HR (7AM - 6PM)	ST	14	14.0	14	13.5	12.5	13.5	13.5	2.2	6.5	17%
				100%	100%	96%	89%	96%	96%			
	Short Term	ST	71	71	69.5	68.5	68.5	69.5	69.4		34.5	17%
				100%	98%	96%	96%	98%	98%			
	Subtotal		71	71	69.5	68.5	68.5	69.5	69.4	NA	NA	NA
				100%	98%	96%	96%	98%	98%			
Car Park 2 (bet. Elm, Theo Fremd and Purchase)												
	2-HR (NP 11PM - 7AM)	ST	164	99.5	111.5	102	108	96.5	103.5	1.7	50.5	16%
				61%	68%	62%	66%	59%	63%			
	Short Term	ST	164	99.5	111.5	102	108	96.5	103.5		50.5	16%
				61%	68%	62%	66%	59%	63%			
	Subtotal		164	99.5	111.5	102	108	96.5	103.5	NA	NA	NA
				61%	68%	62%	66%	59%	63%			

**City of Rye Parking Study**  
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											Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
<b>Car Park 3 (bet. Smith &amp; Boston Post e. of Purchase)</b>												
	2-HR (NP 11PM - 7AM)	ST	49	42.0	49	48.5	48.5	48.5	47.3	2.7	26	20%
				86%	100%	99%	99%	99%	97%			
	Short Term	ST	49	42	49	48.5	48.5	48.5	47.3		26	20%
				86%	100%	99%	99%	99%	97%			
	Subtotal		49	42	49	48.5	48.5	48.5	47.3	NA	NA	NA
				86%	100%	99%	99%	99%	97%			
<b>Car Park 4 (bet. Purdy &amp; Smith w. of School St.) Nov.4 data only</b>												
	2-HR (NP 11PM - 7AM)	ST	171	99.5	126.5	142.5	153	142.5	132.8	2.4	72	20%
				58%	74%	83%	89%	83%	78%			
	Short Term	ST	171	99.5	126.5	142.5	153	142.5	132.8		72	20%
				58%	74%	83%	89%	83%	78%			
	Subtotal		171	99.5	126.5	142.5	153	142.5	132.8	NA	NA	NA
				58%	74%	83%	89%	83%	78%			

**City of Rye Parking Study**  
**Saturday Off-Street Parking Occupancies**

Average of Sat., Nov. 4 and Sat., Nov. 11, 2000 (Veteran's Day)  
(Highland, Cedar and MNRR North , Mar. 24, 2001)

											Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
Car Park 5 (bet. Purdy & Smith e. of School St.)												
	2-HR (NP 11PM - 7AM)	ST	33	17	18	21	20	18	18.8	1.9	19	79%
				52%	55%	64%	61%	55%	57%			
	Short Term	ST	33	17	18	21	20	18	18.8		19	79%
				52%	55%	64%	61%	55%	57%			
	Subtotal		33	17	18	21	20	18	18.8	NA	NA	NA
				52%	55%	64%	61%	55%	57%			
Highland Lot												
	*		128	59	57	50	49	50	53.0			
				46%	45%	39%	38%	39%	41%			
	Long Term	LT	128	59	57	50	49	50	53.0			
				46%	45%	39%	38%	39%	41%			
Cedar Lot												
	*		41	2	4	3	2	3	2.8			
				5%	10%	7%	5%	7%	7%			
	Long Term	LT	41	2	4	3	2	3	2.8			
				5%	10%	7%	5%	7%	7%			

**City of Rye Parking Study**  
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											Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
MNRR North of RR Tracks												
Lot	*		122	24	34	35	36	36	33.0			
				20%	28%	29%	30%	30%	27%			
Meters under Overpass	*		22	4	6	6	5	5	5.2			
				18%	27%	27%	23%	23%	24%			
	Long Term	LT	144	28	40	41	41	41	38.2			
				19%	28%	28%	28%	28%	27%			
MNRR Car Park (South of RR Tracks)												
	2-HR (NP 11PM - 7AM)	ST	10	5.0	7.5	7	8	8.5	7.2	2.1	5.5	41%
				50%	75%	70%	80%	85%	72%			
	12-HR Meter	LT	102	18.5	25.5	39	51	46	36	NA	NA	NA
				18%	25%	38%	50%	45%	35%			
	Permit Only, No Meter	LT	312	67.0	77.5	84.5	94	95	83.6	NA	NA	NA
				21%	25%	27%	30%	30%	27%			
	Handicapped, 12-HR Meter	LT	5	0.5	0.5	0.5	0.5	0.5	0.5	NA	NA	NA

10%      10%      10%      10%      10%      10%

**City of Rye Parking Study**  
**Saturday Off-Street Parking Occupancies**

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(Highland, Cedar and MNRR North , Mar. 24, 2001)

Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	Illegal Parking	
											# Parked Longer than Permitted	% Parked Longer than Permitted
	Long Term	LT	419	86	103.5	124	145.5	141.5	120.1	NA	NA	NA
				21%	25%	30%	35%	34%	29%			
	Short Term	ST	10	5	7.5	7	8	8.5	7.2		5.5	41%
				50%	75%	70%	80%	85%	72%			
	Subtotal		429	91	111	131	153.5	150	127.3	NA	NA	NA
				21%	26%	31%	36%	35%	30%			
<b>Off-Street Totals</b>												
	Long Term	LT	732	175	204.5	218	237.5	235.5	214.1	NA	NA	NA
				24%	28%	30%	32%	32%	29%			
	Short Term	ST	498	334	382	389.5	406	383.5	379		207.5	20%
				67%	77%	78%	82%	77%	76%			
	Total		1230	509	586.5	607.5	643.5	619	593.1	NA	NA	NA
				41%	48%	49%	52%	50%	48%			

**City of Rye Parking Study**  
**Saturday On-Street Parking Occupancies**

Average of Sat., Nov. 4 and Sat., Nov. 11, 2000 (Veteran's Day)  
 (Streets North of Thruway , Mar. 24, 2001)

										Illegal Parking		
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
Purchase St. North of Thruway (west side)												
Between Highland Rd. and Natoma	1 HR. Parking 7 AM - 6PM Except Sunday	ST	32	3	6	6	8	11	6.8	0.3	8	33%
				9%	19%	19%	25%	34%	21%			
	Long Term	LT	0	0	0	0	0	0	0.0	NA	NA	NA
				0%	0%	0%	0%	0%	0%			
	Short Term	ST	32	3	6	6	8	11	6.8		8.0	33%
				9%	19%	19%	25%	34%	21%			
	Subtotal		32	3	6	6	8	11	6.8	NA	NA	NA
				9%	19%	19%	25%	34%	21%			
Purchase St. North of Thruway (east side)												
Between Cedar St. and Natoma	1 HR Parking 7AM - 6PM Except Sunday	ST	31	4	5	8	7	6	6.0	0.3	8	53%
				13%	16%	26%	23%	19%	19%			
	Long Term	LT	0	0	0	0	0	0	0.0	NA	NA	NA
				0%	0%	0%	0%	0%	0%			
	Short Term	ST	31	4	5	8	7	6	6.0		8.0	53%
				13%	16%	26%	23%	19%	19%			
	Subtotal		31	4	5	8	7	6	6.0	NA	NA	NA
				13%	16%	26%	23%	19%	19%			



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**Saturday On-Street Parking Occupancies**

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 (Streets North of Thruway , Mar. 24, 2001)

											Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
Highland Road (north side)												
Between Purchase and Wappanocca Ave.	2 HR Parking 7AM - 6PM Except Sunday	ST	8	6	6	7	5	6	6.0	2.3	5	56%
				75%	75%	88%	63%	75%	75%			
	Long Term	LT	0	0	0	0	0	0	0.0	NA	NA	NA
				0%	0%	0%	0%	0%	0%			
	Short Term	ST	8	6	6	7	5	6	6.0		5.0	56%
				75%	75%	88%	63%	75%	75%			
	Subtotal		8	6	6	7	5	6	6.0	NA	NA	NA
				75%	75%	88%	63%	75%	75%			
Between Wappanoca and Mendota Ave	2 HR Parking 7AM - 6PM Except Sunday	ST	12	1	1	3	1	1	1.4	0.2	1	20%
				8%	8%	25%	8%	8%	12%			
	Long Term	LT	0	0	0	0	0	0	0.0	NA	NA	NA
				0%	0%	0%	0%	0%	0%			
	Short Term	ST	12	1	1	3	1	1	1.4		1.0	20%
				8%	8%	25%	8%	8%	12%			
	Subtotal		12	1	1	3	1	1	1.4	NA	NA	NA

8%      8%      25%      8%      8%      12%

**City of Rye Parking Study**  
**Saturday On-Street Parking Occupancies**

Average of Sat., Nov. 4 and Sat., Nov. 11, 2000 (Veteran's Day)  
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											Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
Between Mendota and Club Rd	2 HR Parking 8AM - 6PM Except Sunday	ST	14	0	0	0	0	0	0.0	0.0	0	0%
				0%	0%	0%	0%	0%	0%			
	Long Term	LT	0	0	0	0	0	0	0.0	NA	NA	NA
				0%	0%	0%	0%	0%	0%			
	Short Term	ST	14	0	0	0	0	0	0.0		0.0	#DIV/0!
				0%	0%	0%	0%	0%	0%			
	Subtotal		14	0	0	0	0	0	0.0	NA	NA	NA
				0%	0%	0%	0%	0%	0%			
Highland Road (south side)												
Between Purchase and Wapponacca	No Parking Anytime											
Between Wappanoca and Mendota	No Parking Anytime											
between Mendota and Club Road	No Restrictions	LT	11	1	3	3	3	3	2.6	0.4	3	75%
				9%	27%	27%	27%	27%	24%			
	Long Term	LT	11	1	3	3	3	3	2.6	NA	NA	NA
				9%	27%	27%	27%	27%	24%			
	Short Term	ST	0	0	0	0	0	0	0.0		NA	NA
				0%	0%	0%	0%	0%	0%			
	Subtotal		11	1	3	3	3	3	2.6	NA	NA	NA
				9%	27%	27%	27%	27%	24%			

**City of Rye Parking Study**  
**Saturday On-Street Parking Occupancies**

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										Illegal Parking		
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
Theodore Fremd Avenue (west side)												
between Elm & Purchase/Purdy	No Regulations	LT	25	7	8	9.5	9.5	9	8.6	NA	NA	NA
				28%	32%	38%	38%	36%	34%			
	12-HR Meter (NP 3 AM - 9:30 AM)	LT	9	0	0	0.5	0	0	0.1	NA	NA	NA
				0%	0%	6%	0%	0%	1%			
	12-HR Meter, RES. (NP 3 AM - 9:30 AM)	LT	9	0.5	1	1	1	1.5	1	NA	NA	NA
				6%	11%	11%	11%	17%	11%			
	Long Term	LT	43	7.5	9	11	10.5	10.5	9.7		NA	NA
				17%	21%	26%	24%	24%	23%			
	SubTotal		43	7.5	9	11	10.5	10.5	9.7	NA	NA	NA
				17%	21%	26%	24%	24%	23%			
Theodore Fremd Avenue (east side)												
between Elm & Purchase/Purdy	1-HR 8 AM - 6 PM (EX. Sat/Sun/Hol)	ST	6	3.5	4	4.5	2.5	4	3.7	2.7	4.0	53%
				58%	67%	75%	42%	67%	62%			
	Short Term	ST	6	3.5	4	4.5	2.5	4	3.7		4.0	53%
				58%	67%	75%	42%	67%	62%			
	SubTotal		6	3.5	4	4.5	2.5	4	3.7	NA	NA	NA
				58%	67%	75%	42%	67%	62%			

**City of Rye Parking Study**  
**Saturday On-Street Parking Occupancies**

Average of Sat., Nov. 4 and Sat., Nov. 11, 2000 (Veteran's Day)  
 (Streets North of Thruway , Mar. 24, 2001)

											Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
Purchase Street South of Thruway (west side)												
between Locust & Boston Post Rd/Haviland	1-HR 7AM - 6 PM (Ex. Sun)	ST	15	7.4	7.5	7.0	5.4	6.5	6.7	1.1	3.0	13%
				49%	50%	46%	36%	43%	45%			
between Locust & Smith	1-HR 7AM - 6 PM (Ex. Sun)	ST	7	3.5	3.5	4.0	3.0	3.0	3.4	0.8	1.0	6%
				50%	50%	57%	43%	43%	49%			
between Elm & West Purdy	1-HR 7AM - 6 PM (Ex. Sun)	ST	13	11.5	11.0	11.5	11.5	12.5	11.6	1.6	4.5	9%
				88%	85%	88%	88%	96%	89%			
between W. Purdy & Purdy	1-HR 7AM - 6 PM (Ex. Sun)	ST	3	3.5	3.0	3.5	3.0	4.0	3.4	1.3	0.5	3%
				117%	100%	117%	100%	133%	113%			
	Short Term	ST	38	25.9	25.0	26.0	22.9	26.0	25.1		15.5	11%
				68%	66%	68%	60%	68%	66%			
	SubTotal		38	25.9	25.0	26.0	22.9	26.0	25.1	NA	NA	NA
				68%	66%	68%	60%	68%	66%			

**City of Rye Parking Study**  
**Saturday On-Street Parking Occupancies**

Average of Sat., Nov. 4 and Sat., Nov. 11, 2000 (Veteran's Day)  
 (Streets North of Thruway , Mar. 24, 2001)

										Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)	Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
<b>Purchase Street South of Thruway (east side)</b>											
between Locust & Boston Post Rd/Haviland	1-HR 7AM - 6 PM (Ex. Sun)	ST 14	14.5	14.0	15.0	13.0	12.5	13.8	2.1	7.5	14%
			104%	100%	107%	93%	89%	99%			
between Locust & Smith	1-HR 7AM - 6 PM (Ex. Sun)	ST 7	5.5	6.0	5.5	6.0	6.0	5.8	1.2	3.5	15%
			79%	86%	79%	86%	86%	83%			
between Smith & Elm	1-HR 7AM - 6 PM (Ex. Sun)	ST 7	6.0	5.5	6.0	6.5	6.5	6.1	1.6	4.5	19%
			86%	79%	86%	93%	93%	87%			
between Elm & West Purdy	1-HR 7AM - 6 PM (Ex. Sun)	ST 15	13.0	13.0	14.0	13.5	13.5	13.4	2.3	10.5	22%
			87%	87%	93%	90%	90%	89%			
between W. Purdy & Purdy	1-HR 7AM - 6 PM (Ex. Sun)	ST 4	3.0	3.5	4.0	4.0	4.0	3.7	2.1	2.0	14%
			75%	88%	100%	100%	100%	93%			
between Purdy & I-95	1-HR 7AM - 6 PM (Ex. Sun)	ST 5	3.5	3.0	3.5	4.5	4.0	3.7	2.3	3.5	39%
			70%	60%	70%	90%	80%	74%			
	Short Term	ST 52	45.5	45	48	47.5	46.5	46.5		31.5	18%
			88%	87%	92%	91%	89%	89%			
	SubTotal		52	45.5	48	47.5	46.5	46.5	NA	NA	NA
				88%	87%	92%	91%	89%			

**City of Rye Parking Study**  
**Saturday On-Street Parking Occupancies**

Average of Sat., Nov. 4 and Sat., Nov. 11, 2000 (Veteran's Day)  
 (Streets North of Thruway , Mar. 24, 2001)

											Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
Locust (south side)												
	1-HR	ST	17	13.0	12.5	9.5	10.0	10.0	11	2.0	10.0	34%
				76%	74%	56%	59%	59%	65%			
	Short Term	ST	17	13	12.5	9.5	10	10	11		10.0	34%
				76%	74%	56%	59%	59%	65%			
	SubTotal		17	13	12.5	9.5	10	10	11	NA	NA	NA
				76%	74%	56%	59%	59%	65%			
Elm Place (north side)												
between Theodore Fremd & Purchase	1-HR	ST	16	14.5	14.0	15.0	13.5	14.0	14.2	2.4	8.5	18%
				91%	88%	94%	84%	88%	89%			
	Short Term	ST	16	14.5	14	15	13.5	14	14.2		8.5	18%
				91%	88%	94%	84%	88%	89%			
	SubTotal		16	14.5	14	15	13.5	14	14.2	NA	NA	NA
				91%	88%	94%	84%	88%	89%			

**City of Rye Parking Study**  
**Saturday On-Street Parking Occupancies**

Average of Sat., Nov. 4 and Sat., Nov. 11, 2000 (Veteran's Day)  
 (Streets North of Thruway , Mar. 24, 2001)

											Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
Elm Place (south side)												
between Theodore Fremd & Purchase	1-HR 7AM - 6 PM (Ex. Sun)	ST	15	14.5	12.5	12.5	13.5	13.0	13.2	2.1	9.0	20%
				97%	83%	83%	90%	87%	88%			
	Short Term	ST	15	14.5	12.5	12.5	13.5	13	13.2		9.0	20%
				97%	83%	83%	90%	87%	88%			
	SubTotal		15	14.5	12.5	12.5	13.5	13	13.2	NA	NA	NA
				97%	83%	83%	90%	87%	88%			
Smith Street (south side)												
between Boston Post Road & School	1-HR	ST	2	0.0	0.5	1.0	1.0	1.0	0.7	1.8	1.0	33%
				0%	25%	50%	50%	50%	35%			
	Short Term	ST	2	0	0.5	1	1	1	0.7		1.0	33%
				0%	25%	50%	50%	50%	35%			
	SubTotal		2	0	0.5	1	1	1	0.7	NA	NA	NA
				0%	25%	50%	50%	50%	35%			

**City of Rye Parking Study**  
**Saturday On-Street Parking Occupancies**

Average of Sat., Nov. 4 and Sat., Nov. 11, 2000 (Veteran's Day)  
 (Streets North of Thruway , Mar. 24, 2001)

											Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
Purdy Avenue (north side)												
between Purchase and School St	1-HR.	ST	5	5.0	4.5	4.5	5.0	5.0	4.8	1.2	3.5	18%
				100%	90%	90%	100%	100%	96%			
between School and Boston Post Rd.	15-MIN	ST	3	1.5	2.5	2.0	2.0	2.0	2	1.1	0.0	0%
				50%	83%	67%	67%	67%	67%			
	1-HR.	ST	2	2.0	2.0	1.5	2.0	2.0	1.9	1.6	1.5	21%
				100%	100%	75%	100%	100%	95%			
	Short Term	ST	10	8.5	9	8	9	9	8.7		5.0	14%
				85%	90%	80%	90%	90%	87%			
	SubTotal		10	8.5	9	8	9	9	8.7	NA	NA	NA
				85%	90%	80%	90%	90%	87%			
Purdy Avenue (south side)												
between Purchase and School St	1-HR?	ST	5	4.0	4.5	4.5	4.5	4.0	4.3	1.9	3.5	29%
				80%	90%	90%	90%	80%	86%			
	Short Term	ST	5	4	4.5	4.5	4.5	4	4.3		3.5	29%
				80%	90%	90%	90%	80%	86%			
	SubTotal		5	4	4.5	4.5	4.5	4	4.3	NA	NA	NA
				80%	90%	90%	90%	80%	86%			



**City of Rye Parking Study**  
**Saturday On-Street Parking Occupancies**

Average of Sat., Nov. 4 and Sat., Nov. 11, 2000 (Veteran's Day)  
 (Streets North of Thruway , Mar. 24, 2001)

											Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
First Street (west side)												
North of Purdy to end	1-HR	ST	3	2.0	2.5	2.5	2.5	3.0	2.5	1.5	1.0	10%
				67%	83%	83%	83%	100%	83%			
	Short Term	ST	3	2	2.5	2.5	2.5	3	2.5		1.0	10%
				67%	83%	83%	83%	100%	83%			
	SubTotal		3	2	2.5	2.5	2.5	3	2.5	NA	NA	NA
				67%	83%	83%	83%	100%	83%			
First Street (east side)												
North of Purdy to end	2-HR (NP 11PM - 7AM)	ST	10	8.5	6.0	8.0	10.5	8.5	8.3	3.4	5.0	24%
				85%	60%	80%	105%	85%	83%			
	Short Term	ST	10	8.5	6	8	10.5	8.5	8.3		5.0	24%
				85%	60%	80%	105%	85%	83%			
	SubTotal		10	8.5	6	8	10.5	8.5	8.3	NA	NA	NA
				85%	60%	80%	105%	85%	83%			

**City of Rye Parking Study**  
**Saturday On-Street Parking Occupancies**

Average of Sat., Nov. 4 and Sat., Nov. 11, 2000 (Veteran's Day)  
 (Streets North of Thruway , Mar. 24, 2001)

											Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
McCullough (Third) Street (west side)												
North of Purdy to end	1-HR 7AM - 6 PM	ST	10	9.0	9.0	10.0	10.0	9.0	9.4	2.9	12.5	64%
				90%	90%	100%	100%	90%	94%			
	15-MIN 7AM-7PM	ST	11	9.0	10.0	9.5	9.5	9.5	9.5	2.2	9.5	48%
				82%	91%	86%	86%	86%	86%			
	Handicapped	LT	1	0.5	0.0	0.0	0.0	0.0	0.1	NA	NA	NA
				50%	0%	0%	0%	0%	10%			
	Employee Only	LT	7	3.0	3.5	3.0	2.5	2.5	2.9	NA	NA	NA
				43%	50%	43%	36%	36%	41%			
	Long Term	LT	8	3.5	3.5	3	2.5	2.5	3	NA	NA	NA
				44%	44%	38%	31%	31%	38%			
	Short Term	ST	21	18	19	19.5	19.5	18.5	18.9		22.0	56%
				86%	90%	93%	93%	88%	90%			
	SubTotal		29	21.5	22.5	22.5	22	21	21.9	NA	NA	NA
				74%	78%	78%	76%	72%	76%			

**City of Rye Parking Study**  
**Saturday On-Street Parking Occupancies**

Average of Sat., Nov. 4 and Sat., Nov. 11, 2000 (Veteran's Day)  
 (Streets North of Thruway , Mar. 24, 2001)

											Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
McCullough (Third) Street (east side)												
North of Purdy to end (*please note if used by USPS & car rent)	1-HR 7AM - 6 PM	ST	6	5.5	5.5	4.5	3.5	3.5	4.5	2.8	5.5	92%
				92%	92%	75%	58%	58%	75%			
	15-MIN 7AM-7PM	ST	7	4.0	4.0	4.0	3.0	2.5	3.5	1.4	3.0	27%
				57%	57%	57%	43%	36%	50%			
	Handicapped	LT	1	0.5	0.5	0.5	0.5	0.0		NA	NA	NA
				50%	50%	50%	50%	0%	0%			
	Long Term	LT	1	0.5	0.5	0.5	0.5	0	0.4	NA	NA	NA
				50%	50%	50%	50%	0%	40%			
	Short Term	ST	13	9.5	9.5	8.5	6.5	6	8		8.5	50%
				73%	73%	65%	50%	46%	62%			
	SubTotal		14	10	10	9	7	6	8.4	NA	NA	NA
				71%	71%	64%	50%	43%	60%			

**City of Rye Parking Study**  
**Saturday On-Street Parking Occupancies**

Average of Sat., Nov. 4 and Sat., Nov. 11, 2000 (Veteran's Day)  
 (Streets North of Thruway , Mar. 24, 2001)

											Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
On-Street Totals												
	Long Term	LT	63	12.5	16	17.5	16.5	16	15.7	NA	NA	NA
				20%	25%	28%	26%	25%	25%			
	Short Term	ST	305	181.4	182.0	191.5	184.4	187.5	185.3		146.5	25%
				59%	60%	63%	60%	61%	61%			
	Total		368	193.9	198.0	209.0	200.9	203.5	201.0	NA	NA	NA
				53%	54%	57%	55%	55%	55%			

**City of Rye Parking Study**  
**Weekday Off-Street Parking Occupancies**

Average of Thur., Nov. 16 and Tues., Nov. 28, 2000  
(Highland, Cedar and MNRR North,  
Average of Wed., Mar. 14 and Tues., Mar. 20, 2001)

												Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)	Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	3 PM - 4 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted	
Car Park 1 (bet. Elm and Locust w. of Purdy)													
	2-HR (NP 11PM - 7AM)	ST	57	56.5	57	57	57	55.5	55	56.3	3.2	45.5	31%
				99%	100%	100%	100%	97%	96%	99%			
	2-HR (7AM - 6PM)	ST	14	14	14	14	14	14	14	14.0	3.9	12	40%
				100%	100%	100%	100%	100%	100%	100%			
	Short Term	ST	71	70.5	71	71	71	69.5	69	70.3		57.5	32%
				99%	100%	100%	100%	98%	97%	99%			
	Subtotal		71	70.5	71	71	71	69.5	69	70.3	NA	NA	NA
				99%	100%	100%	100%	98%	97%	99%			
Car Park 2 (bet. Elm, Theo Fremd and Purchase)													
	2-HR (NP 11PM - 7AM)	ST	164	152.5	159	161	164	159	152	157.9	3.7	136	39%
				93%	97%	98%	100%	97%	93%	96%			
	Short Term	ST	164	152.5	159	161	164	159	152	157.9		136	39%
				93%	97%	98%	100%	97%	93%	96%			
	Subtotal		164	152.5	159	161	164	159	152	157.9	NA	NA	NA
				93%	97%	98%	100%	97%	93%	96%			

**City of Rye Parking Study  
Weekday Off-Street Parking Occupancies**

Average of Thur., Nov. 16 and Tues., Nov. 28, 2000  
(Highland, Cedar and MNRR North,  
Average of Wed., Mar. 14 and Tues., Mar. 20, 2001)

												Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)	Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	3 PM - 4 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted	
Car Park 3 (bet. Smith & Boston Post e. of Purchase)													
	2-HR (NP 11PM - 7AM)	ST	49	48	49	48	48	47	43.5	47.3	3.1	34	27%
				98%	100%	98%	98%	96%	89%	96%			
	Short Term	ST	49	48	49	48	48	47	43.5	47.3		34	27%
				98%	100%	98%	98%	96%	89%	96%			
	Subtotal		49	48	49	48	48	47	43.5	47.3	NA	NA	NA
				98%	100%	98%	98%	96%	89%	96%			
Car Park 4 (bet. Purdy & Smith w. of School St.)													
	2-HR (NP 11PM - 7AM)	ST	171	168.5	169.5	170.5	167	151	141.5	161.3	3.3	116	29%
				99%	99%	100%	98%	88%	83%	94%			
	Short Term	ST	171	168.5	169.5	170.5	167	151	141.5	161.3		116	29%
				99%	99%	100%	98%	88%	83%	94%			
	Subtotal		171	168.5	169.5	170.5	167	151	141.5	161.3	NA	NA	NA
				99%	99%	100%	98%	88%	83%	94%			

**City of Rye Parking Study  
Weekday Off-Street Parking Occupancies**

Average of Thur., Nov. 16 and Tues., Nov. 28, 2000  
(Highland, Cedar and MNRR North,  
Average of Wed., Mar. 14 and Tues., Mar. 20, 2001)

												Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)	Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	3 PM - 4 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted	
Car Park 5 (bet. Purdy & Smith e. of School St.)													
	2-HR (NP 11PM - 7AM)	ST	33	33	33	32.5	33	32	31.5	32.5	5.6	32.5	88%
				100%	100%	98%	100%	97%	95%	98%			
	Short Term	ST	33	33	33	32.5	33	32	31.5	32.5		32.5	88%
				100%	100%	98%	100%	97%	95%	98%			
	Subtotal		33	33	33	32.5	33	32	31.5	32.5	NA	NA	NA
				100%	100%	98%	100%	97%	95%	98%			
Highland Lot													
	*		128	96.5	99	99.5	100	99.5	99.5	99.0			
				75%	77%	78%	78%	78%	78%	77%			
	Long Term	LT	128	96.5	99	99.5	100	99.5	99.5	99.0			
				75%	77%	78%	78%	78%	78%	77%			
Cedar Lot													
	*		41	40.5	41	41	40.5	40.5	39.5	40.5			
				99%	100%	100%	99%	99%	96%	99%			
	Long Term	LT	41	40.5	41	41	40.5	40.5	39.5	40.5			
99% 100% 100% 99% 99% 96% 99%													

**City of Rye Parking Study  
Weekday Off-Street Parking Occupancies**

Average of Thur., Nov. 16 and Tues., Nov. 28, 2000  
(Highland, Cedar and MNRR North,  
Average of Wed., Mar. 14 and Tues., Mar. 20, 2001)

												Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	3 PM - 4 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
MNRR North of RR Tracks													
Lot	*		122	124	125.5	123.5	122.5	118.5	117.5	121.9			
				102%	103%	101%	100%	97%	96%	100%			
Meters under Overpass	*		22	21.5	21	21.5	21.5	22	22	21.6			
				98%	95%	98%	98%	100%	100%	98%			
	Long Term	LT	144	145.5	146.5	145	144	140.5	139.5	143.5			
				101%	102%	101%	100%	98%	97%	100%			
	Short Term	ST	0	0	0	0	0	0	0	1.5	0.5	33%	
				0%	0%	0%	0%	0%	0%				
MNRR Car Park (South of RR Tracks)													
	2-HR (NP 11PM - 7AM)	ST	10	9	10	10	10	9.5	8	9.4	4.5	8.5	46%
				90%	100%	100%	100%	95%	80%	94%			
	12-HR Meter	LT	102	101.5	101	100.5	100.5	100.5	100.5	100.8	NA	NA	NA
				100%	99%	99%	99%	99%	99%	99%			
	Permit Only, No Meter	LT	312	286	285	287	290	289	290.5	287.9	NA	NA	NA
				92%	91%	92%	93%	93%	93%	92%			
	Handicapped, 12-HR Meter	LT	5	5	4.5	5	5	5	5	4.9	NA	NA	NA
				100%	90%	100%	100%	100%	100%	98%			



**City of Rye Parking Study  
Weekday Off-Street Parking Occupancies**

Average of Thur., Nov. 16 and Tues., Nov. 28, 2000  
(Highland, Cedar and MNRR North,  
Average of Wed., Mar. 14 and Tues., Mar. 20, 2001)

												Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	3 PM - 4 PM	Average Occ. And Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
	Long Term	LT	419	392.5	390.5	392.5	395.5	394.5	396	393.6	NA	NA	NA
				94%	93%	94%	94%	94%	95%	94%			
	Short Term	ST	10	9	10	10	10	9.5	8	9.4		8.5	46%
				90%	100%	100%	100%	95%	80%	94%			
	Subtotal		429	401.5	400.5	402.5	405.5	404	404	403.0	NA	NA	NA
				94%	93%	94%	95%	94%	94%	94%			
<b>Off-Street Totals</b>													
	Long Term	LT	732	675	677	678	680	675	674.5	676.6	NA	NA	NA
				92%	92%	93%	93%	92%	92%	92%			
	Short Term	ST	498	481.5	491.5	493	493	468	445.5	478.8		384.5	35%
				97%	99%	99%	99%	94%	89%	96%			
	Total		1230	1156.5	1168.5	1171	1173	1143	1120	1155.3	NA	NA	NA
				94%	95%	95%	95%	93%	91%	94%			

**City of Rye Parking Study  
Weekday On-Street Parking Occupancies**

Average of Thur., Nov. 16 and Tues., Nov. 28, 2000  
(Streets North of Thruway,  
Average of Wed., Mar. 14 and Tues., Mar. 20, 2001)

												Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	3 PM - 4 PM	Average Occ. and Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
Purchase St. North of Thruway (west side)													
Between Highland Rd. and Natoma	1 HR. Parking 7 AM - 6PM Except Sunday	ST	32	6.5	5	6.5	10.5	9	8.5	7.7	0.6	8.5	43%
				20%	16%	20%	33%	28%	27%	24%			
	Short Term	ST	32	6.5	5	6.5	10.5	9	8.5	7.7		8.5	43%
				20%	16%	20%	33%	28%	27%	24%			
	Subtotal		32	6.5	5	6.5	10.5	9	8.5	7.7	NA	NA	NA
				20%	16%	20%	33%	28%	27%	24%			
Purchase St. North of Thruway (east side)													
Between Cedar St. and Natoma	1 HR Parking 7AM - 6PM Except Sunday	ST	31	13	10.5	12	13	11.5	12.5	12.1	1.4	13	46%
				42%	34%	39%	42%	37%	40%	39%			
	Short Term	ST	31	13	10.5	12	13	11.5	12.5	12.1		13.0	46%
				42%	34%	39%	42%	37%	40%	39%			
	Subtotal		31	13	10.5	12	13	11.5	12.5	12.1	NA	NA	NA
				42%	34%	39%	42%	37%	40%	39%			

**City of Rye Parking Study  
Weekday On-Street Parking Occupancies**

Average of Thur., Nov. 16 and Tues., Nov. 28, 2000  
(Streets North of Thruway,  
Average of Wed., Mar. 14 and Tues., Mar. 20, 2001)

												Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	3 PM - 4 PM	Average Occ. and Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
Highland Road (north side)													
Between Purchase and Wappanocca Ave.	2 HR Parking 7AM - 6PM Except Sunday	ST	8	4.5	3.5	3	3.5	3.5	2.5	3.4	1.5	5	67%
				56%	44%	38%	44%	44%	31%	43%			
Between Wappanoca and Mendota Ave	2 HR Parking 7AM - 6PM Except Sunday	ST	12	0.5	1	0.5	0.5	0.5	1	0.7	0.0	0.5	33%
				4%	8%	4%	4%	4%	8%	6%			
Between Mendota and Club Rd	2 HR Parking 8AM - 6PM Except Sunday	ST	14	1.5	1.5	0.5	0.5	0.5	1	0.9	0.1	0	0%
				11%	11%	4%	4%	4%	7%	7%			
	Short Term	ST	34	6.5	6	4	4.5	4.5	4.5	5.0		5.5	50%
				19%	18%	12%	13%	13%	13%	15%			
	Subtotal		34	6.5	6	4	4.5	4.5	4.5	5.0	NA	NA	NA
				19%	18%	12%	13%	13%	13%	15%			
Highland Road (south side)													
between Mendota and Club Road	No Restrictions	LT	11	4.5	4.5	4	3.5	3.5	2.5	3.8	0.9	0	0%
				41%	41%	36%	32%	32%	23%	34%			
	Long Term	LT	11	4.5	4.5	4	3.5	3.5	2.5	3.8	NA	NA	NA
				41%	41%	36%	32%	32%	23%	34%			
	Subtotal		11	4.5	4.5	4	3.5	3.5	2.5	3.8	NA	NA	NA
				41%	41%	36%	32%	32%	23%	34%			

**City of Rye Parking Study  
Weekday On-Street Parking Occupancies**

Average of Thur., Nov. 16 and Tues., Nov. 28, 2000  
(Streets North of Thruway,  
Average of Wed., Mar. 14 and Tues., Mar. 20, 2001)

												Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	3 PM - 4 PM	Average Occ. and Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
Theodore Fremd Avenue (west side)													
between Elm & Purchase/Purdy	No Regulations	LT	25	12	16	18	24	23	19	18.7	NA	NA	NA
				48%	64%	72%	96%	92%	76%	75%			
	12-HR Meter (NP 3 AM - 9:30 AM)	LT	9	6.0	7.5	9.0	8.5	8.5	8.0	7.9	NA	NA	NA
				67%	83%	100%	94%	94%	89%	88%			
	12-HR Meter, RES. (NP 3 AM - 9:30 AM)	LT	9	2.5	2.5	4.0	4.5	3.5	2.5	3.3	NA	NA	NA
				28%	28%	44%	50%	39%	28%	36%			
	Long Term	LT	43	20.5	26	31	37	35	29.5	29.8	NA	NA	NA
				48%	60%	72%	86%	81%	69%	69%			
	Subtotal		43	20.5	26	31	37	35	29.5	29.8	NA	NA	NA
				48%	60%	72%	86%	81%	69%	69%			
Theodore Fremd Avenue (east side)													
between Elm & Purchase/Purdy	1-HR 8 AM - 6 PM (EX. Sat/Sun/Hol)	ST	6	4.0	4.0	5.0	6.0	5.0	3.5	4.6	4.1	6.5	57%
				67%	67%	83%	100%	83%	58%	76%			
	Short Term	ST	6	4	4	5	6	5	3.5	4.6		6.5	57%
				67%	67%	83%	100%	83%	58%	76%			
	Subtotal		6	4	4	5	6	5	3.5	4.6	NA	NA	NA
				67%	67%	83%	100%	83%	58%	76%			

**City of Rye Parking Study**  
**Weekday On-Street Parking Occupancies**

Average of Thur., Nov. 16 and Tues., Nov. 28, 2000  
 (Streets North of Thruway,  
 Average of Wed., Mar. 14 and Tues., Mar. 20, 2001)

												Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	3 PM - 4 PM	Average Occ. and Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
Purchase Street (west side)													
between Locust & Boston Post Rd/Haviland	1-HR 7AM - 6 PM (Ex. Sun)	ST	15	11.5	10.5	12.0	13.0	10.0	12.0	11.5	1.3	10.5	18%
				77%	70%	80%	87%	67%	80%	77%			
between Locust & Smith	1-HR 7AM - 6 PM (Ex. Sun)	ST	7	3.5	4.0	2.5	4.0	3.0	3.5	3.4	0.9	1.5	8%
				50%	57%	36%	57%	43%	50%	49%			
between Elm & West Purdy	1-HR 7AM - 6 PM (Ex. Sun)	ST	13	10.5	11.5	13.0	12.5	11.5	11.5	11.8	1.8	7.5	13%
				81%	88%	100%	96%	88%	88%	90%			
between W. Purdy & Purdy	1-HR 7AM - 6 PM (Ex. Sun)	ST	3	3.0	3.5	3.5	3.0	3.0	3.0	3.2	2.8	2.0	13%
				100%	117%	117%	100%	100%	100%	106%			
	Short Term	ST	38	28.5	29.5	31	32.5	27.5	30	29.8		24.0	14%
				75%	78%	82%	86%	72%	79%	79%			
	Subtotal		38	28.5	29.5	31	32.5	27.5	30	29.8	NA	NA	NA
				75%	78%	82%	86%	72%	79%	79%			

**City of Rye Parking Study**  
**Weekday On-Street Parking Occupancies**

Average of Thur., Nov. 16 and Tues., Nov. 28, 2000  
 (Streets North of Thruway,  
 Average of Wed., Mar. 14 and Tues., Mar. 20, 2001)

												Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	3 PM - 4 PM	Average Occ. and Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
Purchase Street (east side)													
between Locust & Boston Post Rd/Haviland	1-HR 7AM - 6 PM (Ex. Sun)	ST	14	11.0	13.0	13.5	13.5	13.0	13.5	12.9	2.0	11.0	18%
				79%	93%	96%	96%	93%	96%	92%			
between Locust & Smith	1-HR 7AM - 6 PM (Ex. Sun)	ST	7	6.5	6.0	6.5	5.5	5.0	5.0	5.8	1.2	4.5	15%
				93%	86%	93%	79%	71%	71%	82%			
between Smith & Elm	1-HR 7AM - 6 PM (Ex. Sun)	ST	7	6.0	6.5	6.0	6.0	6.0	7.0	6.3	1.5	5.5	18%
				86%	93%	86%	86%	86%	100%	89%			
between Elm & West Purdy	1-HR 7AM - 6 PM (Ex. Sun)	ST	15	13.0	12.5	13.5	13.0	13.5	11.0	12.8	1.2	8.5	13%
				87%	83%	90%	87%	90%	73%	85%			
between W. Purdy & Purdy	1-HR 7AM - 6 PM (Ex. Sun)	ST	4	3.5	4.5	4.0	4.5	4.5	3.5	4.1	1.7	3.5	18%
				88%	113%	100%	113%	113%	88%	102%			
between Purdy & I-95	1-HR 7AM - 6 PM (Ex. Sun)	ST	5	5.0	4.5	4.0	4.5	4.5	3.5	4.3	2.4	5.5	32%
				100%	90%	80%	90%	90%	70%	87%			
	Short Term	ST	52	45	47	47.5	47	46.5	43.5	46.1		38.5	17%
				87%	90%	91%	90%	89%	84%	89%			
	Subtotal		52	45	47	47.5	47	46.5	43.5	46.1	NA	NA	NA
				87%	90%	91%	90%	89%	84%	89%			

**City of Rye Parking Study  
Weekday On-Street Parking Occupancies**

Average of Thur., Nov. 16 and Tues., Nov. 28, 2000  
(Streets North of Thruway,  
Average of Wed., Mar. 14 and Tues., Mar. 20, 2001)

												Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	3 PM - 4 PM	Average Occ. and Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
Locust (south side)													
	1-HR		17	10.0	14.0	12.0	14.0	12.0	12.0	12.3	3.1	17.5	60%
				59%	82%	71%	82%	71%	71%	73%			
	Short Term	ST	17	10	14	12	14	12	12	12.3		17.5	60%
				59%	82%	71%	82%	71%	71%	73%			
	Subtotal		17	10	14	12	14	12	12	12.3	NA	NA	NA
				59%	82%	71%	82%	71%	71%	73%			
Elm Place (north side)													
between Theodore Fremd & Purchase	1-HR		16	13.0	15.0	16.5	16.5	13.0	12.0	14.3	2.4	16.0	27%
				81%	94%	103%	103%	81%	75%	90%			
	Short Term	ST	16	13	15	16.5	16.5	13	12	14.3		16.0	27%
				81%	94%	103%	103%	81%	75%	90%			
	Subtotal		16	13	15	16.5	16.5	13	12	14.3	NA	NA	NA
				81%	94%	103%	103%	81%	75%	90%			

**City of Rye Parking Study**  
**Weekday On-Street Parking Occupancies**

Average of Thur., Nov. 16 and Tues., Nov. 28, 2000  
 (Streets North of Thruway,  
 Average of Wed., Mar. 14 and Tues., Mar. 20, 2001)

												Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	3 PM - 4 PM	Average Occ. and Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
<b>Elm Place (south side)</b>													
between Theodore Fremd & Purchase	1-HR 7AM - 6 PM (Ex. Sun)		15	15.0	13.5	14.5	15.5	14.5	13.5	14.4	2.7	17.5	32%
				100%	90%	97%	103%	97%	90%	96%			
	Short Term	ST	15	15	13.5	14.5	15.5	14.5	13.5	14.4		17.5	32%
				100%	90%	97%	103%	97%	90%	96%			
	Subtotal		15	15	13.5	14.5	15.5	14.5	13.5	14.4	NA	NA	NA
				100%	90%	97%	103%	97%	90%	96%			
<b>Smith Street (south side)</b>													
between Boston Post Road & School	1-HR		2	1.5	2.0	2.0	1.0	1.0	1.0	1.4	2.1	3.0	60%
				75%	100%	100%	50%	50%	50%	71%			
	Short Term	ST	2	1.5	2	2	1	1	1	1.4		3.0	60%
				75%	100%	100%	50%	50%	50%	71%			
	Subtotal		2	1.5	2	2	1	1	1	1.4	NA	NA	NA
				75%	100%	100%	50%	50%	50%	71%			



**City of Rye Parking Study  
Weekday On-Street Parking Occupancies**

Average of Thur., Nov. 16 and Tues., Nov. 28, 2000  
(Streets North of Thruway,  
Average of Wed., Mar. 14 and Tues., Mar. 20, 2001)

												Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	3 PM - 4 PM	Average Occ. and Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
Purdy Avenue (north side)													
between Purchase and School St	1-HR.	ST	5	5.0	5.0	5.0	4.5	5.0	4.5	4.8	2.5	5.5	28%
				100%	100%	100%	90%	100%	90%	97%			
between School and Boston Post Rd.	15-MIN	ST	3	2.5	2.0	1.5	2.5	3.0	2.0	2.3	1.1	0.5	4%
				83%	67%	50%	83%	100%	67%	75%			
	1-HR.	ST	2	1.5	2.0	2.0	2.0	2.0	2.0	1.9	1.3	2.5	31%
				75%	100%	100%	100%	100%	100%	96%			
	Short Term	ST	10	9	9	8.5	9	10	8.5	9.0		8.5	21%
				90%	90%	85%	90%	100%	85%	90%			
	Subtotal		10	9	9	8.5	9	10	8.5	9.0	NA	NA	NA
				90%	90%	85%	90%	100%	85%	90%			
Purdy Avenue (south side)													
between Purchase and School St	1-HR?	ST	5	5.0	5.0	5.0	5.0	5.0	4.5	4.9	2.5	5.5	33%
				100%	100%	100%	100%	100%	90%	98%			
	Short Term	ST	5	5	5	5	5	5	4.5	4.9		5.5	33%
				100%	100%	100%	100%	100%	90%	98%			
	Subtotal		5	5	5	5	5	5	4.5	4.9	NA	NA	NA
				100%	100%	100%	100%	100%	90%	98%			

**City of Rye Parking Study  
Weekday On-Street Parking Occupancies**

Average of Thur., Nov. 16 and Tues., Nov. 28, 2000  
(Streets North of Thruway,  
Average of Wed., Mar. 14 and Tues., Mar. 20, 2001)

												Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	3 PM - 4 PM	Average Occ. and Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
First Street (west side)													
North of Purdy to end	1-HR		3	3.0	3.0	3.0	3.0	2.5	1.0	2.6	1.6	2.5	20%
				100%	100%	100%	100%	83%	33%	86%			
	Short Term	ST	3	3	3	3	3	2.5	1	2.6		2.5	20%
				100%	100%	100%	100%	83%	33%	86%			
	Subtotal		3	3	3	3	3	2.5	1	2.6	NA	NA	NA
				100%	100%	100%	100%	83%	33%	86%			
First Street (east side)													
North of Purdy to end	2-HR (NP 11PM - 7AM)		10	10.0	9.5	9.5	10.0	10.0	8.0	9.5	1.9	6.0	21%
				100%	95%	95%	100%	100%	80%	95%			
	Short Term	ST	10	10	9.5	9.5	10	10	8	9.5		6.0	21%
				100%	95%	95%	100%	100%	80%	95%			
	Subtotal		10	10	9.5	9.5	10	10	8	9.5	NA	NA	NA
				100%	95%	95%	100%	100%	80%	95%			

**City of Rye Parking Study**  
**Weekday On-Street Parking Occupancies**

Average of Thur., Nov. 16 and Tues., Nov. 28, 2000  
 (Streets North of Thruway,  
 Average of Wed., Mar. 14 and Tues., Mar. 20, 2001)

												Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	3 PM - 4 PM	Average Occ. and Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
McCullough (Third) Street (west side)													
North of Purdy to end	1-HR 7AM - 6 PM	ST	10	10.0	9.5	10.0	10.0	10.0	9.5	9.8	3.8	13.5	77%
				100%	95%	100%	100%	100%	95%	98%			
	15-MIN 7AM-7PM	ST	11	11.0	10.5	10.0	10.5	10.5	11.0	10.6	4.7	10.0	38%
				100%	95%	91%	95%	95%	100%	96%			
	Handicapped	LT	1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	NA	NA	NA
				0%	0%	0%	0%	0%	0%	0%			
	Employee Only	LT	7	6.5	7.0	7.0	7.0	7.0	7.0	6.9	NA	NA	NA
				93%	100%	100%	100%	100%	100%	99%			
	Long Term	LT	8	6.5	7	7	7	7	7	6.9	NA	NA	NA
				81%	88%	88%	88%	88%	88%	86%			
	Short Term	ST	21	21	20	20	20.5	20.5	20.5	20.4		23.5	54%
				100%	95%	95%	98%	98%	98%	97%			
	Subtotal		29	27.5	27	27	27.5	27.5	27.5	27.3	NA	NA	NA
				95%	93%	93%	95%	95%	95%	94%			

**City of Rye Parking Study  
Weekday On-Street Parking Occupancies**

Average of Thur., Nov. 16 and Tues., Nov. 28, 2000  
(Streets North of Thruway,  
Average of Wed., Mar. 14 and Tues., Mar. 20, 2001)

												Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	3 PM - 4 PM	Average Occ. and Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
McCullough (Third) Street (east side)													
North of Purdy to end (*please note if used by USPS & car rent)	1-HR 7AM - 6 PM	ST	6	5.5	4.5	5.0	5.0	5.5	5.5	5.2	3.8	5.0	48%
				92%	75%	83%	83%	92%	92%	86%			
	15-MIN 7AM-7PM	ST	7	6.5	6.5	6.0	6.5	6.5	6.0	6.3	2.4	7.5	39%
				93%	93%	86%	93%	93%	86%	90%			
	Handicapped	LT	1	1.0	0.0	0.0	0.5	0.0	0.0	0.3	NA	NA	NA
				100%	0%	0%	50%	0%	0%	25%			
	Long Term	LT	1	1	0	0	0.5	0	0	0.3	NA	NA	NA
				100%	0%	0%	50%	0%	0%	25%			
	Short Term	ST	13	12	11	11	11.5	12	11.5	11.5		12.5	42%
				92%	85%	85%	88%	92%	88%	88%			
	Subtotal		14	13	11	11	12	12	11.5	11.8	NA	NA	NA
				93%	79%	79%	86%	86%	82%	84%			

**City of Rye Parking Study  
Weekday On-Street Parking Occupancies**

Average of Thur., Nov. 16 and Tues., Nov. 28, 2000  
(Streets North of Thruway,  
Average of Wed., Mar. 14 and Tues., Mar. 20, 2001)

												Illegal Parking	
Street	Regulation and Type (Short Term or Long Term)		Total Spaces	10 AM - 11 AM	11 AM - NOON	NOON - 1 PM	1 PM - 2 PM	2 PM - 3 PM	3 PM - 4 PM	Average Occ. and Occ. Rate	Avg. Duration (Adj. for Occ.)	# Parked Longer than Permitted	% Parked Longer than Permitted
On-Street Totals													
	Long Term	LT	63	32.5	37.5	42	48	45.5	39	40.8	NA	NA	NA
				52%	60%	67%	76%	72%	62%	65%			
	Short Term	ST	305	203	204	208	219.5	204.5	195	205.7		208.5	27%
				67%	67%	68%	72%	67%	64%	67%			
	Total		368	235.5	241.5	250	267.5	250	234	246.4	NA	NA	NA
				64%	66%	68%	73%	68%	64%	67%			